

The MARINE CORPS GAZETTE 2

Brigadier General Dion Williams, U. S. Marine Corps, Editor

Vol. XI.

SEPTEMBER, 1926.

No. 3.

CONTENTS:

CAPTAIN ALLEN FELL MORTALLY WOUNDED	<i>Frontispiece</i>
"CAPTAIN BILL" FREEMAN—"TRADITION MAKER".....	145
BY MAJOR EDWIN NORTH McCLELLAN, U.S.M.C.	
ENLISTED PERSONNEL	148
BY CAPTAIN BENJAMIN W. GALLIZ, U.S.M.C.	
THE ORGANIZATION AND TRAINING OF A MARINE CORPS RESERVE COMPANY	158
BY CAPTAIN JOHN J. FLYNN, U.S.M.C.R.	
WEST COAST SEA SCHOOL.....	167
BY CAPTAIN W. T. H. GALLIFORD, U.S.M.C.	
THE LAKE DENMARK DISASTER.....	170
BY BRIGADIER GENERAL DION WILLIAMS, U.S.M.C.	
THE MARINE CORPS AND THE COLLEGES.....	179
BY CAPTAIN CECIL S. BAKER, U.S.M.C.	
DEVELOPMENT OF ANTI-AIRCRAFT FIRE CONTROL IN THE MARINE CORPS	185
BY FIRST SERGEANT WILLIAM ANDERSON, U.S.M.C.	
FIRST RESERVE OFFICERS' TRAINING CAMP AT QUANTICO	188
BY CAPTAIN BERTRAND T. FAY, U.S.M.C.R.	
MARINE AVIATION—A LECTURE.....	192
BY MAJOR EDWIN H. BRAINARD, U.S.M.C.	
AN ECHO FROM THE PAST.....	199
LIVING CONDITIONS IN THE MARINE CORPS (CONTINUED)	203
EDITORIAL	210
PROFESSIONAL NOTES	214

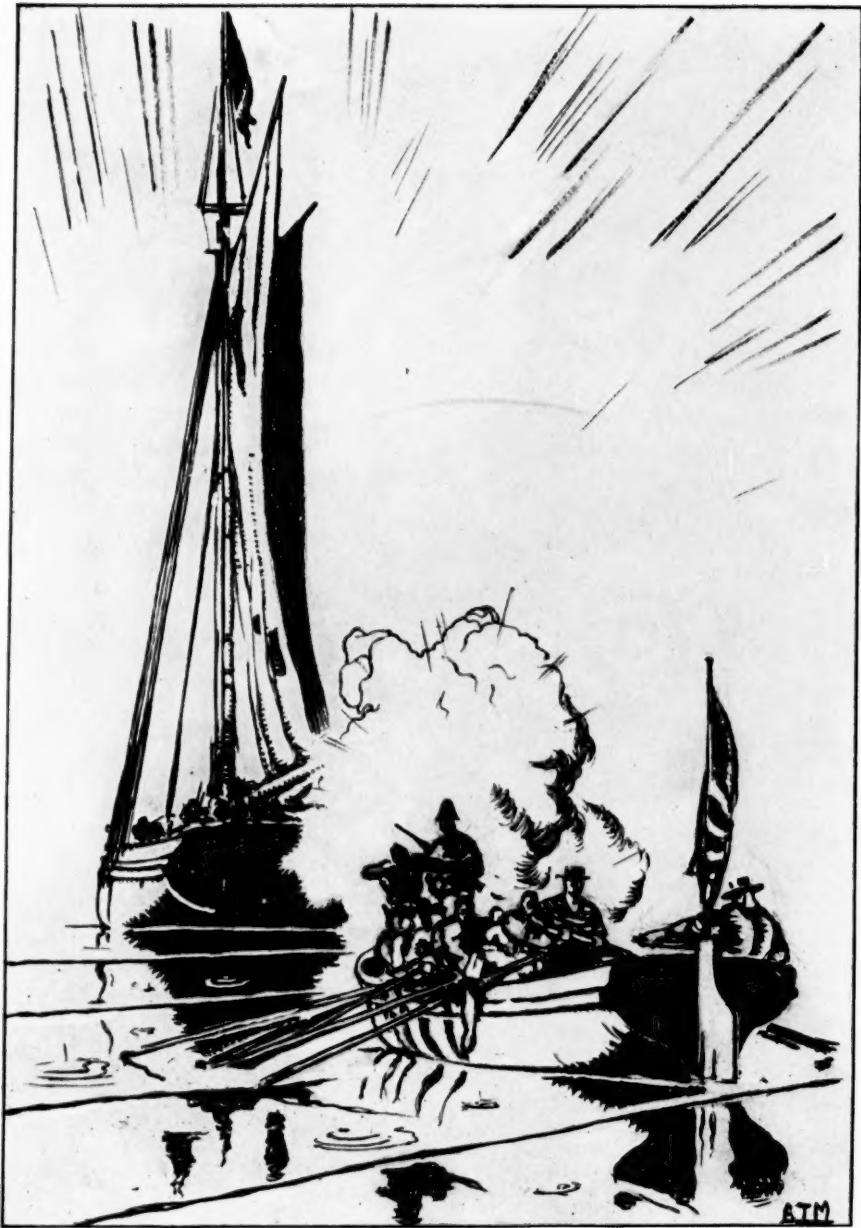
PUBLISHED QUARTERLY BY

THE MARINE CORPS ASSOCIATION
227 SOUTH SIXTH STREET, PHILADELPHIA, PA.

Editorial Office: Headquarters Marine Corps, Washington, D. C.

ANNUAL SUBSCRIPTION \$2.00

Entered as second-class matter, July 26, 1918, at the Post Office
at Philadelphia, Pennsylvania, under the Act of March 3, 1879
Acceptance for mailing at special rate of postage provided for in
section 1103, Act of October 3, 1917, authorized November 23, 1918



AS CAPTAIN ALLEN FELL MORTALLY WOUNDED, "CAPTAIN BILL" FREEMAN WAS FIRING AWAY AT THE PIRATES WITH A MUSKET

The Marine Corps Gazette

VOLUME XI

SEPTEMBER, 1926

No. 3

"CAPTAIN BILL" FREEMAN—"TRADITION-MAKER"

BY MAJOR EDWIN NORTH MCCLELLAN, U.S.M.C.

MARINES are "Tradition-Makers!" Creators of Traditions for their Country and their Corps! Traditions in the sense that a tradition is an inspiration to patriotism! In every age and in every clime! In peace and in war! Always prepared and with naval transportation always ready, the Marines always appear first on the raw edges of misunderstanding and spots of oppression! Ready to pacify or subdue! Ready to serve their Nation and Humanity! Always busy—and constructively always! Big wars and little wars! They are the hospitable right hand of American good fellowship and a potent element in national defense! Oars, sail, paddle war-steamers, screw war-steamers, modern capital ships, and naval air-transport! Evolution is the symbol of the Marines—they change to meet existing conditions! "Makers of American Traditions," all! Romance and adventure is theirs! But under it all—loyalty and duty!

One of these Ancient Tradition Makers was Captain William H. Freeman, of the Marines, affectionately called "Captain Bill."

"Captain Bill," just one hundred and four years ago, received orders to proceed to the West Indies. His duty was on board the frigate *Macedonian*. President James Monroe was busily engaged in administering his "Era of Good Feeling," but that was no handicap to his putting the fear of the Great Jehovah into the hearts and minds of the West Indian buccaneers who were emulating Kidd, Blackbeard and those other infamously romantic nautical freebooters.

So the Leathernecks were down on the Spanish Main in goodly numbers smiting the Jolly Rogers, who seemed to prefer the Red Rag rather than the Black with the Skull and Cross Bones. Cleansing West Indian waters of piracy in the Twenties was a mission both important and arduous. Tedious and thankless as the job was, however, the Navy and Marines accomplished it with praiseworthy efficiency. They not only had to fight the picaroons but the climate, which was more deadly than the combat. The mortality from yellow fever was much greater than that due to the malice of the pirates.

"Captain Bill," of necessity, must find transportation to get to the *Macedonian* down in West Indian waters, for he was in New York City. He found the schooner *Alligator* at the metropolis ready to sail for the theatre of war. Her commanding officer was Lieutenant-Commander Allen. He reported to that officer, who was glad to receive him as a passenger. The *Alligator*

sailed from New York and arrived off Matanzas, Cuba, November 8, 1822. "Captain Bill" found himself in the midst of war.

It seems that two American merchant vessels had been captured by the pirates in a bay around St. Hycacos, about forty miles to the windward of Matanzas. The captain of one of them and the mate of the other had been despatched to Matanzas by the pirates to secure ransoms for their vessels. These two gentlemen were delighted to observe the arrival of the *Alligator*. They boarded her immediately and told their story. Captain Allen decided to act at once.

The *Alligator* (Allen), in company with a small American armed merchantman (Cunningham), a schooner, immediately stood out. On board were the two merchantship officers.

Several piratical schooners were discovered at anchor among the Stone Keys near the Cape. This was early on the morning of the 9th. Another pirate schooner was rapidly getting underway. The water was too shoal for the *Alligator*, so she dropped her anchor. Manned the boats.

In the launch was Captain Allen, "Captain Bill" Freeman of the Marines, the master of the merchantship, and thirteen Bluejackets and Marines. In the cutter were Lieutenant Dale, the mate of the merchantship, and ten Bluejackets and Marines. In the gig was Lieutenant Henley and four men. Lieutenant Cunningham commanded the armed merchant schooner. With him were Acting Midshipmen Ball and Jenkins, and twenty men, including some merchant sailors.

"Captain Bill" Freeman, without command, had volunteered to accompany Captain Allen in the launch. He could have remained behind on the *Alligator*, but "Tradition-Makers" don't act that way.

At half-past nine in the morning these three boats, after rowing about ten miles, arrived within gunshot of two of the pirate schooners. Pirates fairly overflowed their decks, and they opened up on the onrushing American boats with round and grape. The Red Flags nailed to the buccaneers' masts were limp and dead but shivered from shock and recoil. In ten minutes the Americans were close up with one of the pirates. The water was seething and writhing under the heavy pirate fire. The boats were targets for one long twelve-pounder on a pivot, two long six-pounders, two three-pounders, and two swivels with many muskets added.

The impetuosity of the Americans driving in on them struck terror to the hearts of the pirates. They did not wait to be boarded but deserted their vessel in a panic when they found themselves unable to drive off the boats. During all this time another pirate schooner to the leeward was firing at the Americans at pistol range.

Midshipman Henley was put in command of the prize with four men as a crew. The launch and cutter then gave chase to the second pirate schooner.

By ten minutes to ten o'clock these two boats were close under the stern of the enemy. The Americans suffered considerably from the pirates' fire. Many oars were rendered unmanageable. The chase was abandoned. Lieutenant-Commander Allen received a mortal wound. One shot struck him in

the head while he was standing up in the boat urging and encouraging his men. Soon afterwards he received another wound from which he later died. "Captain Allen fell by my side, when within a few yards of the stern of one of the pirate schooners," said "Captain Bill" Freeman. As the heroic Allen fell, "Captain Bill" Freeman was doing his "full share of execution in the attack" with "a musket."

The two boats dropped back alongside the prize. Got the killed and wounded aboard her. One officer mortally wounded, two men killed, one man mortally wounded, and three other men wounded was the toll.

The pirate casualties were heavy. At least fourteen were killed and many others drowned in their attempts to escape. A large number were wounded.

The small armed merchant schooner under Cunningham grounded before doubling the point and was unable to aid in the action.

The noble Allen was honored by having the station on Thompson's Island named Allentown. This is now known as Key West.

In his report to the Secretary of the Navy, Lieutenant J. M. Dale, who succeeded to command on Allen's death, stated that he could not close his communication "without bringing to your notice Captain Freeman, of the Marines, who volunteered his services, and whose coolness and bravery during the whole transaction excited the admiration of all concerned, and to whose services since I am extremely indebted."

The services after the engagement of Captain Freeman is described by this paragraph in Lieutenant Dale's report: "Besides the first pirate we have recaptured on this expedition, five American vessels (which were in their possession), *viz.*: one ship, two brigs, and two schooners, all of which I have ordered into Charleston for adjudication under charge of Captain Freeman, of the Marine Corps."

Colonel Commandant Archibald Henderson congratulated Captain Freeman on his safe return from the dangerous duty he recently had been employed on and warmly commended him for his "chivalrous performance of duty." That duty, wrote Colonel Henderson, added to the reputation of the Corps "as a military body" and made "its character more honored by the Country at Large." Colonel Henderson informed the Secretary of the Navy that "the services performed by Captain Freeman" and "his voluntary participation in a hazardous attack upon the piratical vessels" gave him "a strong claim on his country for some mark of military distinction." "Captain Bill" Freeman got it in the shape of a brevet.

There you have him, "Captain Bill" Freeman, of the Marines, "Tradition-Maker" *par excellence*! "Captain Bill" has gone on over the ridge, but the traditions that he created are still carrying on!

ENLISTED PERSONNEL

BY CAPTAIN BENJAMIN W. GALLY, U.S.M.C.

CONSIDERING the functioning of the Detail Office at Headquarters in so far as it pertains to enlisted personnel, it must be borne in mind that, with the exception of the noncommissioned officers of the first three pay grades, the individualities of the men are submerged. It is necessary to consider the forest as a whole and not the trees of the forest. Sergeants, corporals, and privates are handled by number and not by name, except where specific cases arise which bring the individual to attention. This is the fundamental difference in the method of operation between the commissioned section and the enlisted section of the Detail Office. The principal functions of the enlisted men's section might be classified as: Maintenance of complement, transfers, furloughs, rating of specialists not otherwise provided for, authorization of commutation of rations and quarters, and in general the issuing of all orders affecting enlisted personnel. To this might be added the answering of letters from wives, mothers, sweethearts, and influential persons requesting every kind of transfer, possible and impossible.

The complements of posts and stations are established by the portion of the Major General Commandant's Office known as the Division of Operations and Training. The complements having once been fixed, it becomes the function of Personnel to maintain the actual strength at the authorized figure. This is frequently misunderstood. Letters are received requesting the transfer of a certain number of men in excess of the authorized complement, stating that the number of men authorized is not sufficient to care for the needs of the post. In a case of this kind Personnel can be of little assistance because the actual transfer of the men is the last step and must be preceded by the authorization. In order to make this point clear, it is necessary to digress for a moment and consider the part played by Operations and Training. A certain strength is provided for by Congressional appropriations (at present 18,000) and from this number Operations and Training must apportion the requisite number of men to each ship and station to carry out the mission of the Marine Corps, leaving enough in the POOL to care for the ineffectives, such as men in transit or at ports of embarkation awaiting transportation. When, after careful study, the complement of each ship and station is established, it devolves upon Personnel to distribute the 18,000 in accordance with this plan. After this has been accomplished, if any station desires its complement changed, Operations and Training must study conditions and decide, first, whether this station needs the men, and second, where these men shall come from. In other words, if they increase one place they must cut another and cuts are not popular. Someone has said: "Self-preservation is the law of life." Naturally each commanding officer desires an efficient and contented command. Such a command will reflect credit on the Marine

Corps and the officer himself. With added personnel guard duty can be decreased, time for recreation increased, and more men made available for tactical instruction. These considerations often warp the perspective and lead to requests which cannot be met without injury to some other essential activity.

Right here it may be well to define more clearly what is meant by the POOL. The POOL is that mythical reservoir of men which many really suppose exists, but which they can never locate very definitely. It does not exist at Quantico or San Diego, nor is it a reserve from which increases of complement can be obtained. As stated previously, the POOL is designed to care for ineffectives who are not at some station for duty. Those sick in hospital, confined and on furlough are taken care of in the five per cent. allowance which is included in the authorized complement. If on a given date 400 men are actually en route on the high seas, 200 are assigned to schools for which there is no complement, and there are 300 men in excess of complement under training in the recruit depots, then the POOL on that particular date is 900 men. If the Marine Corps is recruited to strength and the paper POOL is 900 men, then all posts should be up to strength, provided some exigency of the service does not exist. Right now there is such an exigency in China.

The enlisted personnel is spread very thinly. As a consequence each post is assigned the minimum number of men necessary to carry out its mission. At times the complements of posts have been increased at the expense of the POOL, but this is futile. Such an increase is one in name only. The number of men assigned to the POOL is an approximation of the number of ineffectives and therefore not subject to cut unless the number of ineffectives can be decreased. In practice, the ships' detachments and small stations are maintained at complement, and, if the actual POOL exceeds the authorized, the larger posts, such as Quantico and San Diego, must stand the shortage.

The manner in which complements are actually maintained is controlled by policy promulgated by the Commandant and carried out by Personnel. In order to illustrate how this works at present a typical case of a private just starting to serve his first enlistment might be considered. The first step is the recruit training at Parris Island during which he is not available for guard duty. At the end of the tenth week he has finished his minimum recruit training and is available for assignment, under the policy, to sea school, foreign service, or Quantico—it being considered inadvisable to send men to navy yards and small stations until they have had the opportunity to absorb a few of the tenets of the Corps. After completion of his tour of sea or foreign service, of which more will be said later, or one year at Quantico, he may, upon his own request, provided the vacancy exists, be sent to one of the smaller posts or stations. From this it follows that the sources of supply for small stations are: (1) Men returned from foreign station, (2) men who have completed a tour of sea duty, and (3) men who have served a year at Quantico. Formerly, while we had troops in Santo Domingo, the first two classes largely took care of the small stations, but since the evacuation of Santo Domingo, Quantico, and even Parris Island, have had to shoulder a larger part of the burden. Foreign stations, as far as possible, are filled

from recruit depots. This works out well on the east coast, but due to the large number of men now on foreign stations on the Pacific side, it is necessary to supplement the drafts from the recruit depot at San Diego by others who may at that time be available at different stations.

In order that stagnation may be prevented and the practice of "plank owning" discouraged, a tour of duty has been fixed for each foreign station. Not all foreign stations have the same tour for the reason that it is not advisable to keep men at undesirable stations longer than necessary, nor to allow men to remain at a desirable station indefinitely. Experience has been the guide in setting these tours and has shown that duty in the tropics for an extended period is dangerous and that it behooves the Marine Corps to cut short the duty before the tropics undermine moral and physical stamina. Peking has long been the most desirable foreign post for enlisted men and Guam near the bottom of the list. That is the reason why replacements are no longer made direct to Peking and why the tour in Guam has been cut to one (1) year. The trip to Peking now includes a one-year stopover in Guam, and possibly a further delay in Cavite, depending on the record of the individual and the needs of other Asiatic stations. Once having arrived at Peking, a man may extend for one year for duty at that place provided his total foreign service on this trip will not exceed three years. In the exceptional cases where men go direct to Peking, two years is the limit.

Ships are supplied from the Sea Schools at Norfolk and San Diego. Men are selected in the recruit camps during that period of training, on the basis of mentality, physique, and appearance and sent to the Sea School at Norfolk or San Diego for a four-weeks course in the rudiments of duty at sea. Replacements are ordered to ships from these Sea Schools in all cases where the requests for replacements are received in time to permit such transfers. Otherwise the station nearest to the ship receives an "eve of sailing" request and does the best it can on such short notice. The tour at sea is normally two years but may be extended upon request from the individual.

Aviation in general is filled by selection from the recruit depots, although requests from various individuals are also considered. Recruiting, Quartermaster, and Paymaster's complements are almost entirely filled from among those who file personal applications.

A vacancy to be filled must first be determined to exist. For this purpose the tri-monthly report is the principal source of information. To most company and detachment commanders the tri-monthly report is just a nuisance which comes up every ten days and which regulations require must be submitted, and they are prone to wonder just why letters from the Commandant so quickly appear when these reports are not forthcoming. The tri-monthly is of far more importance than is generally realized because it is the rule and guide of the Personnel Section and forms an accurate check on immediate conditions. Every ten days all tri-monthly reports are consolidated and replacements are ordered on the basis of conditions shown. When replacements have been ordered the tri-monthly shows whether or not they have arrived. Often letters are received requesting certain replacements to fill vacancies or

prospective vacancies, but these replacements are only ordered after a check has been made by means of the tri-monthly to determine whether the officer making the request is working on a true or imaginative basis. Since all posts have a margin of safety of five per cent., the shortage, if small, may be allowed to ride for a time if it appears that replacements will shortly be available in that vicinity, thus saving the cost of transportation from a more distant post. These reports also give a check on all noncommissioned officers of the first three grades, showing when they are due for transfer from foreign stations and what is of more immediate importance, whether or not they have arrived at the station to which ordered. At first it would seem that there should be closer contact than by the tri-monthly reports, but, while this is true in the States, it does not hold after a man is once aboard the transport. For instance, a first sergeant is ordered from the Department of the Pacific to Cavite. A report that he has sailed comes in and he is credited to Cavite. Then the last tri-monthly of the month in which the transport arrived at Cavite comes in and the first sergeant is not shown. The following month he is picked up at Peking or on one of the ships. What has happened is that the Commander-in-Chief, Asiatic Fleet, has taken hold where we dropped him, at Cavite, and moved him wherever he was most needed. While tri-monthly reports are the special province of Personnel, the consolidated report is of importance to other sections, and is used for many and varied purposes, but these purposes are not directly connected with Personnel and do not come within the limits of the present discussion.

Why does the actual strength of a post in the Marine Corps drop below that authorized, and why is a continual flow of replacements to all posts required? The first part of the answer is to be found in expiration of enlistment discharges. A great many men in the Marine Corps begin to look forward to the day of discharge before the ink is dry on their enlistment papers. When this day arrives they take their discharge and check and "shove off," and a few weeks later show up again in some recruiting office with the request, "How's chances of going to the West Coast"—or some other place a long way from where they have been. This is just a Marine's way of expressing his desire to see something new, but nevertheless leaves one vacancy at his old station to be filled. It may seem that the discharges are few and scattered and not of great concern as a shortage-maker, which may be true in the slack season, but when epidemics come along, as they did last fall, where posts of sixty men were showing twenty-five and thirty due for discharge within the next three months, it is a "horse of a different color." If this number of men were kept standing by so that the post would not fall below strength somebody would have to take care of the shortage. Transfers also cause shortages which must be filled, but since as a whole Marines are content to stay where put between enlistments this is not so great. Also, the policy which normally requires a man to stay at one post for a year before a transfer at his own expense will be approved acts as a check upon those who would be continually moving. Desertions, deaths, and a shortage in the whole Marine Corps are other factors which enter in but which need no explanation. To this list might be

added the tour of duty. At foreign stations and on board ships, tours have been established, and while in most cases these may be extended it still means that completion of a tour means a replacement.

The subject of individual transfers may be separated into two parts, namely, noncommissioned officers of the first three grades, and secondly, all others. Those under the first classification are handled exactly as officers. A roster is kept in each rank showing the date each man last returned from sea or foreign service, and where he returned from, when his enlistment expires, how much of a family he has, and how much service he has in the Marine Corps or the Army and Navy. It should be stated, however, that this applies only to those in the line. The staff departments keep their own rosters and Personnel merely writes the orders upon their recommendation. The fundamental difference between this and the officers' roster is that the length of time a man has to serve on an enlistment must be taken into consideration. As an example, if a gunnery sergeant is wanted for sea duty, the roster is taken and a check made of all the gunnery sergeants on that coast. Now, the requirements for this man will be that he should have two years to do on his current enlistment, that he should have had sea experience, that he should be unmarried, and that he should have a good record. Starting with the first man (the one who has been in the States the longest), the list is followed down until the first man who fills all these requirements is found, and he is elected. In urgent cases, any or all of these requirements may be waived and the first man at hand taken. Also, frequently a man is glad to extend his enlistment in order to qualify. A slight exception is sometimes made to the above procedure in cases where a man has requested a certain detail. If he happens to be well up on the roster and the men above him who are also available have not made such requests and presumably do not care about moving, he may be selected. Cases also come up where men who would be otherwise available are performing special duty and their services cannot be immediately spared as sometimes happens in Naval Prison Detachments. The matter of dependents is another factor that frequently causes the decision to swing one way or another. In this day and age of rigid economy, it is frequently impossible to obtain transportation for a large family and someone with fewer dependents is chosen. This, however, is only done when absolutely necessary because otherwise an unjust hardship would be imposed on the single man. One thing, however, in the single man's favor is that he is usually more available and acceptable for certain choice details which sometimes come up.

The reports received in compliance with Marine Corps Order No. 8, Series 1924, serve as a guide to dependents and a notation is made on the roster after each man's name as to just what his status in relation to dependents is and as changes come in from time to time this roster is corrected. Needless to say, however, changes are not always reported, and occasionally at the last minute changes must be made in space requested to care for extra members of a family. These dependents themselves are not unknown to the Detail Office. On one occasion after a certain transfer to foreign service had been ordered a young wife with a babe in arms appeared in the office and, with

tears running down her cheeks, begged for a revocation of orders under the plea that "I can't go with him and I can't live here without him." On another occasion a very beseeching letter was received begging revocation of orders on the grounds that "My former husband is stationed at _____ and I am afraid of what may happen if he meets my present husband." Which only shows that transfers are not always as simple as they might be.

Below the first three grades is, what might be termed, the mass of the Marine Corps, and the marital status of men in this group is not of importance because the Marine Corps does not recognize it and accepts no responsibility in regard to transportation or quartering.

Every commanding officer knows the number of individual requests that are forwarded through his office, but no one can realize the number that come to Headquarters until he has served there. Requests for everything under the sun that the ingenious mind of a young "buck" private can devise. There is this noteworthy fact connected with these requests, however, the request that comes through the company office has some logical basis behind it, but the request that comes through political or family channels is not infrequently quite absurd, instances of which are "military police of Washington," "Appointments to Quantico," "Detail to recruiting duty in _____" (a town hardly large enough to support a post office). The most common, however, is a straight request for transfer from the man concerned. This always receives favorable consideration where policy and circumstances allow. The present policy requires that a man serve at one post a year before a request for transfer will be considered. This prevents the continuous travel of someone who does not know his own mind. If his year is up and he wishes to move to some station at his own expense where there is a vacancy, his request is almost sure of approval. The Marine Corps does not want to tie a man down indefinitely in one place and in fact takes steps to see that this condition does not exist. There is a well-defined policy which requires that men be transferred on request only when the request originates from the man concerned. It may seem hard to tell this to a mother when it is her one desire to have her son near her, but it is necessary for the protection of the man as well as the service. Requests from parents, relatives, friends, or influential persons and others are continuously being received and to all of them the same answer is returned. No action will be taken until the man concerned makes the request and then every consideration possible will be shown. Very frequently the men do not desire the transfer and do not want to move from their present station. Under such a condition certainly the man's wishes are the first consideration of the Marine Corps. On the other hand, there are many and varied requests from the men themselves; some instigated by family considerations, others by the wanderlust, and many for special purposes. The family considerations often form a very amusing variation, particularly about Christmas time. This last Christmas a very urgent request was received from a noncommissioned officer stating that his wife resided in another part of the country and requesting that he be transferred there at once that he might be near her while she was undergoing a serious operation. Since this man did not come under any

of the classes which would entitle him to transfer, an investigation was started in order that no injustice should be done. The following information was obtained. The wife was in excellent health, was regularly employed at a good salary, and furthermore had no desire for her husband to be transferred to that locality. Other investigations at this time of the year proved that in at least seventy-five per cent. of the cases where transfer or extended leave because of sickness or distress was requested, the causes were fictitious. On the other hand, some of the cases are extremely pathetic and when this develops Personnel gives all the assistance that it can.

The wanderer is not an uncommon species in the Marine Corps and many requests can be traced directly to a desire to move on. A check of the cases will show many instances where a man has filed request after request and given as his reason, "I desire a change of station and duty." Of course, some of these are from discontent but usually, and the case will generally show which it is, it is a desire to go to some place where he has never been before.

The special purpose request is the one that requires more attention and is more often disapproved than any other. It is frequently backed up by a letter from an influential person or some prominent citizen in the "home town," stating how good the man is and how this special assignment will benefit the man as well as the Marine Corps. With the first we frequently agree, but with the last we are inclined to be skeptical. The request is usually made on the spur of the moment or from some purely personal motive and usually completely loses sight of the fact that the man's first consideration is service to the Marine Corps and not to himself. When the request is sincere, well-founded, and compatible with Marine Corps interests, every consideration possible is given, but when the request has no reasonable object in view and is made with little forethought it has rather short life.

Another class of requests might be termed "for specific duty at a certain post." Such a request, if approved off-hand, would, of course, interfere with the internal administration of the post concerned. If a request is on hand from the commanding officer of this post requesting a man of such ability, well and good, or if it is probable that the post could use him, his request is forwarded to the post for consideration as to whether or not he is desired. The request is only approved when returned with a favorable endorsement.

Personnel is dependent upon records kept by the Adjutant and Inspector's Department for most of its information relating to enlisted men. These records are the individual's case and muster roll card. The card contains in the heading the name, date of birth, date of enlistment, place of enlistment, dates of previous enlistments, branches of service, and character of discharge. In the body it contains a record of all places joined and dates of joining, as well as offenses committed, if any, and results of all trials and time lost under Article 554. The case of a man contains his military history. All papers pertaining to him are filed therein as well as his service record books for enlistments completed in the Marine Corps, all requests with the answers thereto, all orders, and in fact everything in writing that has come through Headquarters officially. If he is an habitual "requester" or frequently in trouble,

his case rapidly fills up, while if he goes to the other extreme the papers in his case will be very meager. After one or two enlistments, and frequently before this, the case will give a very good insight into the character and accomplishments of the man. Before any detail is filled by name or any request answered, the case and muster roll card are drawn and a check made to determine whether or not there are any circumstances of particular note connected with the assignment, what the previous record has been, and what duty the man has previously performed.

Coast to coast transfers are effected by the Marine Corps to fill existing vacancies and for purposes of discharge where Government transportation is available. When one coast is over strength and the other under, an effort is made to equalize matters by transfer, but this condition is ordinarily taken care of by shifting the recruiting line. This recruiting line is an arbitrary line running from north to south through the United States. Men recruited west of this line are sent to San Diego, while those east of it are sent to Parris Island. If this line should be through Kansas City and it becomes desirable to increase the flow of recruits to the west coast and diminish the number coming east, the line might be shifted east so that it would pass through St. Louis. This would mean that recruits enlisted in Minnesota, Iowa, Missouri, Arkansas, and Louisiana would go west.

In order to diminish the travel pay paid on discharge a man who is serving on the west coast and due for discharge on the east coast is transferred east via Government transportation prior to discharge and then paid off at the port of debarkation. A man may, however, waive the difference in travel pay between his west coast station to his home and port of debarkation to his home and be discharged on the west coast. Waivers of travel are accepted only to allow a man to remain at one place. He may not submit a waiver in order to obtain a transfer. As an example of this a typical case may be cited. A man on the east coast due for discharge on the east coast desires to go west and offers to waive travel allowance from the west coast east. This is not acceptable because too many circumstances may arise prior to discharge and the man might change his mind. For a man's own convenience he may be transferred from coast to coast upon extending for two years or at his own expense. Transfer in these cases depends, however, upon the exigencies of the service, where and when he will be discharged, and whether or not his services can be spared.

Requests for sea and foreign duty must be considered from other angles than transfers in the States. It is desired to give every man in the Marine Corps his share of foreign duty. The policy as laid down states that a man may not be returned to foreign duty within a year. In practice it is really a longer time than this before he may again hope to leave the continental limits of this country. In order to go to sea a private must first graduate from one of the sea schools. If a man requests sea duty he must measure up to the requirements of record and physical qualifications before he may hope for a favorable decision. Then he may not measure up in the sea school (which is allowed a twenty-five per cent. overhead to take care of those who do not

prove acceptable) and be dropped. Noncommissioned officers are usually made aboard ship, but when requested by a detachment commander a selection is made if possible from among those who have requested sea duty and who have previously served afloat. In requests for foreign duty the man who has never had any service outside the continental limits of the United States is almost sure to have his desire fulfilled, provided he has sufficient time to serve and does not want some post where it is impracticable to send him. If a man who has returned from foreign service wishes to return to the same place from which he came, he is very apt to be disappointed. Experience has proved that recurrence of duty in a foreign station within a few years is a bad thing and usually causes trouble for the man concerned. If such a man applies for a different foreign station after being in the States for more than a year he is much more liable to be accommodated. As a general rule, it works out that a man may expect foreign service not more than once an enlistment.

Since furloughs for enlisted men up to thirty days at a time are provided for by Navy Regulations the requests that normally reach this office are for longer periods. While there is no definite regulation laid down as to how much furlough an enlisted man is entitled to, there is a precedent that he shall receive not more than thirty days a year except in special cases. Usually when such requests are received the circumstances are investigated to determine the facts in the case and the length of furlough granted depends on the findings. Postponed reënlistment furloughs are always granted when a man has applied prior to discharge stating that he wishes to delay his furlough until another time of the year, if his commanding officer approves. Extended furloughs are also frequently accompanied by requests for permission to leave the continental limits of the United States. Due to the expense involved these usually occur about once an enlistment for men whose homes are in other countries. Such men usually take pains to see that their cards do not show leave for other purposes so that they may count upon obtaining the maximum at one time. Complications sometimes arise in connection with these men visiting their homes in foreign countries when it develops that the man is not allowed to return to the United States because he is considered a subject of the country of his parents. Many retired noncommissioned officers reside abroad and once a year, as required by regulations, their requests arrive asking permission to remain where they are for another year. These requests in normal times are always granted and permission given for them to reside where they may elect.

The subject of special education in the Marine Corps for enlisted men as well as officers has been given much thought in recent years. As a result there are now fifteen distinct courses to which men are regularly ordered. At Philadelphia are located the Armorer's School, which requires twelve men every four months; the Clerical School, which has a course of instruction lasting approximately six months; and the Quartermaster School of Administration, which lasts nine months, both having a complement of twenty (20) men. For motion-picture operators there is a course at the Navy Yard, New York, of ten weeks' duration which instructs eight (8) men at a time. Then there are

the Cooks and Bakers' School at Parris Island; the Sea Schools at Norfolk and San Diego; the Radio Schools at Quantico, Hampton Roads, and San Diego, which are supplemented by the advanced course in Radio Material at the Navy Yard, Washington; the Band School at Quantico; the Motor Transport School at Camp Holabird, Md.; and the Optical School at the Navy Yard, Washington, D. C., for men from artillery units. The Class of Candidates for Commission from the ranks at the Marine Barracks, Washington, and the Naval Academy preparatory courses at Hampton Roads and San Diego take care of those who seek commissions either from the ranks direct, or through the Naval Academy. In addition to these are the various schools to which Aviation personnel is sent, notably at Great Lakes, Ill., and Rantoul, Ill.

Another function of the Detail Office is the granting of commutation of quarters and rations for those entitled to it, and is a purely routine matter under the System of Accountability, and the policy of the Commandant. The most noteworthy fact in this connection is the number of requests received from single men which are forwarded approved by the Commanding Officers, showing that instructions are not always read as carefully as they should be.

An effort has been made in the foregoing pages to show just how Personnel functions in so far as enlisted men are concerned without entering into a laborious treatise of the whys and wherefores which, in the present case, would serve no reasonable purpose and open the way for discussion of the innumerable ramifications which arise with every case not specifically covered by policy, and policy is in reality just a broad guide, which, if defined in its broadest sense, would be: To accomplish the equitable distribution of personnel under the established complements; maintain complements; to provide a healthy scheme of transfers; and to promote individual welfare and contentment by complying with individual requests just as far as the interests of the Marine Corps will permit.

THE ORGANIZATION AND TRAINING OF A MARINE CORPS RESERVE COMPANY

BY CAPTAIN JOHN J. FLYNN, U.S.M.C.R.

ON APRIL 6, 1926, the Major General Commandant, U. S. Marine Corps, authorized the establishment of a Marine Reserve Company in Boston, Massachusetts, and designated the writer as Company Commander. We were informed that we would be given all possible coöperation from the local recruiting officer and his staff; that we would be provided with literature and posters and were directed to have a company of forty-five men and three officers enrolled, equipped and trained as much as possible to report to the Marine Corps Base at Quantico, Virginia, on June 14th.

After consulting with Colonel Harry O. Smith, Officer in Charge of Recruiting for New England, a plan of campaign was laid out to corral the necessary recruits of the calibre desired and an intensive drive for recruits was launched.

Reserve Posters were pasted on all "A" signs and each recruiter was instructed to talk reserve to all prospects he approached, if they were not interested in signing up with the regular establishment. We were extremely fortunate in the coöperation given us by Colonel Smith and the recruiters as everyone in the Recruiting Office was enthusiastic about the Reserve Company and worked hard to help is put it over. As most of the applicants had to call at the Recruiting Office for examination on their lunch period, Colonel Smith, Lieutenant M. S. Stover, M. C. U. S. N., the Medical Officer and their assistants had to give up their lunch hours so as to be on the job when the applicants arrived.

We were constantly in communication with Colonel David D. Porter, Commanding the Eastern Reserve Area, and he gave us all advice, coöperation and encouragement possible. Without the recruiters we never could have put it over in the time allotted.

Realizing that the most important factor in recruiting a company is publicity, we immediately got a notice ready for the press and the writer called on the City Editor of every daily newspaper in Boston. The papers were very generous to us and we kept them deluged with Reserve news. When we could think of nothing else to say we would announce the number of vacancies in the Company for the Quantico trip. In addition every daily and weekly newspaper within a radius of 25 miles of Boston was given a story on the Reserve and notices were sent to every postmaster in the same area.

We had bulletins printed which were mailed to every club, fraternity house, school, college, in fact all places where men of the type we were endeavoring to secure might congregate, in many instances calling personally

and talking to the men. We called on the personnel managers of all department stores, factories, industrial concerns, public service corporations and had notices containing full information posted on the bulletin boards in the men's recreation rooms and in many instances we succeeded in selling the Personnel Manager the idea to such an extent that he acted as agent for us, interviewing likely candidates in his employ and sending those best qualified to the Recruiting Office. In almost every instance the department heads and personnel managers we came in contact with, agreed that the men would benefit by the training, physically, mentally and morally and would come back better employees and better citizens.

These bulletins setting forth the benefits to be obtained by enrolment in the Reserve, were given to all applicants and were very effective in enabling applicants under age to secure the signatures of their parents to the consent papers. Each applicant was carefully catalogued, telephone number taken and followed up. Where it was necessary we either telephoned or called personally on the parents of applicants and gained a great many friends for the Corps by explaining the purpose of the Reserve and the benefits to be derived by enrolment in the local company.

Headquarters, U. S. Marine Corps, Washington, D. C., sent Lieutenant Colonel James J. Meade, of the Reserve Division of Operations and Training, Headquarters, to Boston to assist in recruiting the company. A meeting was held in Faneuil Hall, which we advertised and which was well attended. Colonel Meade talked at great length on the Reserve, conditions in the various cities visited by him, relating to the Reserve and the organization methods employed. He made many valuable suggestions which we were glad to adopt. Through the courtesy of the Edison Electric and Illuminating Company, Station W.E.E.I., Colonel Meade broadcasted a talk on the Reserve which secured for us many applicants. Incidentally, Colonel Meade is a former resident of Boston and worked his hardest to put over the home-town Company.

On May 14th, the first drill was held in civilian clothes on the Marine parade ground, Charlestown Navy Yard, with 33 men present. Gunnery-Sergeant Louis Kerxton, U.S.M.C., Retired, with twenty-nine years' service in the Corps and a reputation as a drill-master, volunteered his services and was of inestimable value in rounding the recruits into shape and the enthusiasm and capacity of the men made it possible to push them to the limit.

Anticipating the enrolment to authorized strength, a requisition was sent to the Quartermaster for uniforms and equipment. We were notified by the local quartermaster, Captain William K. MacNulty, that the clothing and equipment had arrived and we began to outfit the men. We were holding drills twice a week from 7.30 to about 9.30 and issued clothing and equipment on the same nights. We sent a squad at a time to the Quartermaster so as to keep as many men drilling as possible. On these nights Captain MacNulty and his staff worked until midnight. Everything issued to the men was brand-new.

The men worked hard on all drill nights, being careful of their posture and executing their movements with precision, but the first drill in uniform was such an improvement that it emphasized the importance of getting the men into uniform as soon as possible. In uniform the men felt more like Marines and in consequence "put out" even more than ever. Great pains were taken to see that the men received proper fittings.

Drilling two nights a week we were able to get six drills before the 13th of June rolled round.

We decided to hold our last drill Saturday afternoon, June 12th, with full equipment. On Thursday night several demonstrations for rolling the pack were given and a talk on the proper way to wear the uniform. One of the old-timers showed the men the proper way to roll the trouser legs, loosening the waist-band until the leggins were adjusted and then pulling the trousers up and tightening the waist-band, giving that trim appearance possessed by most Marines.

The Company Commander was informed by Colonel Smith that he intended to inspect the outfit on Saturday at 3.00 o'clock. We ordered the men to report at 1.30 P.M. so that we would have time enough to get the men properly dressed. As the men began to arrive, noncoms, immediately took them in charge—making whatever changes were needed, unrolling packs and re-rolling them properly at the same time, calling attention to the errors that had been made distinguishing the pack rolled by the noncom. from the bundle rolled by his new buddie.

At 3.00 o'clock the Company was ready for Colonel Smith and their first inspection. After looking the men over the Colonel had them execute the manual, squad movements, and was genuinely pleased with the first Marine Reserve Company in Massachusetts. They had a lot to learn but they looked as if they could learn it.

The men were ordered to report at the Marine Barracks, Navy Yard, Charlestown, at 1.00 P.M., Sunday, June 13th, the day of departure for Quantico. Each man was instructed to carry a suit-case with his name, rank, organization printed on a tag provided for that purpose and tied to the handle. The Marine Corps truck appeared on the scene, a working party was obtained, the truck was loaded with the bags, suit-cases and office gear and the truck left for the South Station.

Assembly was sounded by the Reserve Music; the men fell in; the report was taken, "All present, sir!" Squads right, March, the 301st Company, U. S. Marines, on active duty, was on its way to Quantico—every man in the company proud of the privilege of being a United States Marine and proud to be a member of the 301st Company of Boston.

CHAPTER II

The trip to Quantico was made without mishap. We boarded the train at the South Station, Boston, for Providence, where we took the boat for New York *via* the Bay State Line. Two men were assigned to a stateroom. After getting properly policed Mess gear was sounded and chow was served.

The food was excellent and served in generous portions, the men doing justice to it.

After chow, the men gathered around in groups discussing plans for the two weeks to follow, with the week-end in Washington holding its own as a favorite topic of conversation. The old-timers in the Company who had served at Quantico were the "men of the hour." They were in the centre of inquisitive groups answering questions on general routine at Quantico, which was carefully explained to them—reveille 5.00 A.M., forty-mile hikes with full packs, said old-timers drawing more and more on their imaginations as they talked.

Then followed community singing. Private Reardon, than whom there is no better pianist in the Marine Corps, played until he was arm-weary and the men in the Company, led by Sergeants Buckley and Hotchkiss, sang the old songs and the new and the "Halls of Montezuma" echoed through the air from the throats of the 301st Marines.

Upon our arrival in New York, all hands were fed aboard ship and we got under way for the Pennsylvania Station about 8.30 A.M. As we had three hours to wait in New York, the men were given liberty until thirty minutes before train time, when a check was taken every man reported on time.

From New York to Washington the men had a special car with all the comforts of home. Two mess formations were held and the seventy-five-cent special on the B. & O. as well as the service in the dining car could not be improved upon. The word was finally passed that we were fifteen minutes from Washington.

Everyone finished policing, got into his equipment and in a few minutes was on the platform for the R. F. and V.—on the last leg of the journey.

A party was sighted walking down the platform headed by Lieutenant Colonel James J. Meade, Major Joseph C. Fegan, Officer in Charge of Recruiting, Thomas H. Carens, Secretary to Senator William M. Butler of Massachusetts and the piece de resistance Senator Butler himself. It pleased the men to have representatives of the Major General Commandant and the senior Senator from their home state greet them on their first official trip to Washington.

Senator Butler said that he was proud of the Boston Company, commented on the high-grade personnel and congratulated the men on their appearance. He spoke at length on the Reserve and its great value to the country and assured the men of his whole-hearted support. At the conclusion of his talk the Senator was roundly cheered, and although warned by his secretary that he should be getting back to the Senate, he waited until we boarded the train for Quantico. The Senator's parting shot was that he wished he was making the trip with us, and we all felt the same way ourselves as he has proved his friendship for the Marines of Massachusetts on many occasions and we felt sure that he possessed all the qualities we look for in good Marines.

From Washington to Quantico it poured incessantly and it looked as if we were in for a soaking but Lady Luck, who had been in constant attendance, was still by our side and the rain stopped just before we arrived at Quantico.

Our reception at Quantico will never be forgotten. It seemed as if the whole camp had turned out to greet us. All the officers assigned to duty with the Reserve Officers' Training Camp were there headed by the 10th Regiment Band. The band moved off and we were directed to follow them. We halted in the 5th Regiment Area where the company was assigned quarters in the 5th Regiment bunk-houses. The men were assigned their bunks and after removing their equipment they fell in without arms.

Captain W. Arthur Worton's assignment to the company as Inspector-Instructor was a particularly happy one as Captain Worton, a former Boston boy, commanded the Marine Guard attached to the Massachusetts Naval Militia with the rank of First Lieutenant when only nineteen years of age, and that company was considered an efficient military organization and a credit to the Commonwealth of Massachusetts and contributed a high percentage of officer and noncommissioned officer material to the Marine Corps during the World War.

The men were then marched to the dispensary where all were examined physically, and from there to the Quartermaster, where blankets were drawn. Then they went to chow with the Service Company of the 5th Regiment. The officers of the company were then taken to Battalion Headquarters, where a desk had been assigned to the Company Commander and First Sergeant. The office personnel was immediately installed and the company officers left for chow, Captain Worton remaining until everything possible for the comfort and convenience of the men had been accomplished. When taps was sounded that night the 301st Company slept as one man—136 steps to the minute.

On the morrow daily routine started, reveille at 6.00 o'clock, breakfast 6.15; assembly at 7.00 A.M. The men fell in with rifles, belts and bayonets and marched to the parade ground. Captain Worton gave the men a talk on the traditions of the Corps and military courtesy. The company was then divided into squads and turned over to the noncommissioned officers attached to the company as assistant instructors. Boston's own, Gunnery-Sergeant Louis Kerxton, U.S.M.C., Retired, was detailed by Captain Worton as an assistant instructor.

The noncommissioned instructors were all graduates of the Infantry Weapon School and their performance was a credit to the school and the Corps. Always patient, courteous and zealous in the performance of their duty, the men of the company were for them to a man and the remarkable results obtained in the altogether too short period at Quantico redounded to the credit of Captain Worton and his hard-working assistants.

The schedule of training for the fourteen-day period was as follows:

PROGRAMME

ADDRESS OF WELCOME BY MAJOR GENERAL ELI K. COLE, COMMANDING

Schedule of Training for Reserve Officers for a Period of Fourteen Days

June 14: 1926 Report for duty; assignment to tents; messing arrangements; issue Training Regulations; assign Training Regulations for study.

June 15: A.M. Infantry drill, squad, section, platoon.
Sword drill.
P.M. Assign reserve officers to regular units performing weekly drills; guard mounting, parades, reviews and inspection.

June 16: A.M. Rifle, nomenclature, sighting and aiming, positions, adjustment of sights, scorebook, etc.
P.M. Rifle practice, preliminary.

June 17: A.M. Pistol, nomenclature, dismantling, etc., fire preliminary.
P.M. Bayonet work.

June 18: A.M. Rifle practice, preliminary.
P.M. Infantry Weapon's School, Hand grenades, dummy and live.

June 19: A.M. Pistol practice, preliminary.
Lectures on first aid, camp sanitation, personal hygiene.

June 20: Sunday routine.

June 21: A.M. Infantry Weapon's School, 3" Trench Mortar and 37-mm. gun, theoretical and practical.
P.M. Map reading, scouting and patrolling.

June 22: A.M. Rifle practice, preliminary.
P.M. Assign reserve officers to regular units performing weekly drills, for extended order, squad, section, platoon and company.

June 23: A.M. Bayonet work, preliminary.
P.M. 1000' range, machine guns.

June 24: A.M. Pistol, preliminary and record.
P.M. Bayonet work, record.

June 25: A.M. Rifle, fire record.
P.M. Combat principles.

June 26: A.M. Visit to Brown Field (Aviation). Reserve Officers to take flights if desired.

June 27: Sunday.

June 28: A.M. Infantry Weapon's School; auxiliary weapons, such as automatic rifles, and machine guns, 3" trench mortars, 37-mm. guns, rifle and hand grenades.

This schedule was as complete and comprehensive as it was possible to make it and indicates the tremendous amount of thought and effort that must have been put into the work prior to the arrival of the reservists. The coördination was almost perfect and there was very little deviation from the schedule. Realizing that the organized units needed all the close-order drill that they could get, special emphasis was placed on this phase of the training and the results obtained warranted the additional time devoted to it. The companies completed practically the entire schedule as drawn up.

The demonstrations of Infantry Weapons was most interesting and instructive. Captain Victor F. Bleasdale, Commanding Officer of the Reserve Officers' Training Camp, gave an exhibition with the machine gun that will not soon be forgotten. While the machine gunner fired on a fixed target, Captain Bleasdale picked up the shots on a silhouette target held about ten

inches from his hand and walked up to the muzzle of the gun still picking up shots. By the time he reached the gun the centre of the target was completely shot away. It was a thrilling sight and for that job Captain will probably have but little competition.

CHAPTER III

On the morning of June 24th, the Major General Commandant, Major General John A. Lejeune, and Staff, and a delegation from Congress visited Quantico. The Reserve Battalion, commanded by Major Louis F. Timmerman, U.S.M.C.R., was detailed as guard of honor. This was the first time since the war that a reserve organization was privileged to act as guard of honor to their distinguished Commandant, and everyone did his utmost to make as good a showing as possible. The General seemed pleased with the appearance of the men and they were highly elated at being picked to perform such a pleasant duty.

Many of the officers and men had served with the General in France and as his critical eye ran along the line of companies it could readily be seen that he recognized many of them.

The Battalion was then marched to the 1000" range where a Battalion Attack problem was held. Captain Samuel C. Cummings, our regular Battalion Commander, turned the battalion over to Major Timmerman and all the instructors joined General Lejeune and his party on the side of the hill over which the attack was to be made.

The battalion was halted just before reaching the theatre of operations and all company and platoon leaders were summoned by the Battalion Commander. He very carefully explained the mission of the battalion, gave us all information concerning the enemy and ourselves, assigned each company its sector and particular mission and at H hour the attack began.

The reserve organizations taking part in the problem were as follows: 301st Company of Boston, right assault company, commanded by Captain John J. Flynn; 302nd Company of Rochester, N. Y., commanded by First Lieutenant Edward F. Doyle, left assault company. The companies in reserve were the 305th Company of Philadelphia, commanded by First Lieutenant John D. Marine; 306th Company of Detroit, commanded by First Lieutenant Clarence W. Videan, and the 309th Company, commanded by First Lieutenant Windsor B. W. Stroup. The Howitzer Company, commanded by Captain Philip DeRonde, and the Machine Gun Company, commanded by Captain Bertrand T. Fay.

The scouts were ordered out and we moved forward in squad columns. After advancing a short distance the scouts signalled enemy in sight. We deployed continuing the advance until fired upon by machine guns direct to our front. The men hit the dirt and were ordered to advance by squad rushes.

When we finally reached our objective it was decided to give the enemy everything we had, so all accompanying arms were ordered into action, including machine guns, auto rifles, one pounders and about 100 rifles. In this engagement Captain "Stokes" (Phil DeRonde) and Lieutenant Dervin,

the bunk-house poet, were cited for gallantry, but their heroism was soon forgotten when Captain Bleasdale took his short walk in the machine gun exhibition, picking up more shots.

After the problem was over the Congressmen were invited to have "chow" with the men. Congressmen John J. Douglas, of Boston, and George R. Stobbs, of Worcester, were the guests of the 301st Company, Congressman Douglas, who represents the 10th District of Boston, is an enthusiastic supporter of the Marines and was the principle speaker at the mass meeting of Marines in Faneuil Hall, Boston, held under the auspices of the Theodore Roosevelt Detachment, Marine Corps League, during their membership drive.

In the evening the Reserve Officers gave a dinner at the Officers' Club at Quantico in honor of Major General Eli K. Cole, Commanding General at Quantico, and the Marine Officers assigned as instructors for the training period. Captain Philip DeRonde served as toastmaster and on behalf of the Reserve Officers, thanked General Cole for the treatment they had received, commenting on the excellence of the course and expressing the wish that we might all assemble at Quantico for further training next year.

General Cole, in replying, stated that he was glad to have had the pleasure of holding the first training camp for Reserve Officers and predicted a great future for the Reserve. Lieutenant Colonel James J. Meade reviewed the progress of the Reserve during the past year and dwelt at length on the future of the Reserve.

Among the other speakers were Major Louis F. Timmerman, Captains Victor F. Bleasdale, Samuel C. Cummings, Prentice C. Geer, William A. Worton, Bertrand T. Fay, John J. Flynn and Lieutenant John M. Dervin.

On the following night the officers of the regular establishment returned the compliment by giving a dinner to the Reservists. After the dinner a dance was held in the Officers' Club and a most enjoyable time was had by everyone.

The regulars kept the reservists busy both professionally and socially, and it is felt that the reserve has accomplished more in the last year than ever before and the friendships made at the first 1926 class will be everlasting.

On Saturday, June 26th, the tour of duty ended. The 301st was obliged to get their train a little after six o'clock in order to enable the men to get back on their respective jobs the following Monday. Reveille was sounded at four o'clock. At 5.30, everything was in readiness for the march from the camp to the station. Upon reaching Barnett Avenue we were surprised to find the 10th Regiment Band waiting for us, and at the station all the instructors were there waiting to tell us good-bye. We never will forget the summer of 1926 at Quantico and already the men are looking forward to next year's tour of duty.

The routing on the return trip was the same as that on the way down except we sailed from New York to Providence *via* the Colonial Line. The meals and accommodations in general were very good and all officials and employees of the transportation companies used did their best to make our journey a pleasant one.

Many civilians encountered along the trip showed a great deal of interest in the Reserve and all were unanimous in the belief that it was an excellent thing for the men, the Marine Corps and the country.

The deportment of the men could hardly be improved upon—they were a credit to the Commonwealth of Massachusetts and the Marine Corps.

We arrived at City Square, Charlestown, Mass., about 11 A.M., Sunday morning, and marched from the square to the Marine Barracks in the Navy Yard. Many of the officers and men stationed at the yard commented on the remarkable improvement in the company accomplished during the two weeks' training.

Before being dismissed the importance of cleaning their rifles every day was impressed upon the men who were all permitted to take their rifles home as arrangements for permanent quarters have not been entirely completed.

We have the use of a room at the Marine Barracks which we are using as Company Headquarters and are using the parade ground for drills.

Admiral Philip Andrews, Commanding the First Naval District and Commandant of the Navy Yard, is an ardent supporter of the Reserve and of course Colonel Harry O. Smith, Commanding the Marine Barracks, is one of our strongest boosters, so that we expect to be permanently located in the near future.

The reserves are not letting down for a minute, and if given the authority we feel that we could double the strength of the company in thirty days. We have been offered the use of the rifle gallery at the Navy Yard and expect to arrange to send some of our rifle enthusiasts to the rifle range at Wakefield, Mass., week-ends.

We propose to organize a rifle team in the company to compete with the National Guard and the many civilian teams throughout the State, and altogether have high hopes for the future.

WEST COAST SEA SCHOOL

BY CAPTAIN W. T. H. GALLIFORD, U.S.M.C.

IN VIEW of the remarks contained in a recent article which appeared in the June, 1926, issue of the GAZETTE, regarding the San Diego Sea School, it is thought that the method and procedure of instructing men in the duties of the Marine, afloat, might be of interest to the service in general.

The West Coast Sea School is an integral part of the recruit depot at the Marine Corps Base, San Diego, California. After the men have completed their recruit training, a required course of eight weeks, they are sent to the Sea School for a period of four weeks for further training and instruction in the duties of life afloat. Reënlisted men from the Army, Navy, and Marine Corps join the Sea School Detachment direct unless they are from a non-combatant arm, in which case they are required to take the recruit training before joining the Sea School. Upon completion of the course in the Sea School the men are then sent to general service. There is no permanent detail kept in the Sea School standing by as replacements for the fleet. The majority of the men upon completion of the training period are transferred to the Fourth Regiment. In the event that men are required for service afloat, the Regiment is called upon first to supply the detail from men who have completed the Sea School course. In the event that there are not men enough available from that source, the Sea School is called upon to furnish men. Of course, men are sent who have been longest under instruction; this will vary from one to twenty days. An effort is being made to give all the men the full course of training in the Sea School, but any man who would be a drag to a ship's detachment is sent to general duty with a notation in his service record book, "Not qualified for service afloat." In the case of every man who has satisfactorily completed the full four weeks training, a notation is made to that effect in his service record book.

The following points are covered in instructions as at present approved by the Major General Commandant:

Orderly Duties:

Time orderly, Striking bells (Naval System of telling time).

Routine reports to O.O.D.

Stations underway and at anchor.

Communications to C.O.; Chief of Staff; heads of departments and subdivisions of the ship.

Receiving messages.

Having messages and communications initialed.

Delivering messages.

Acknowledging receipt of messages.

Reporting delivery of messages and communications.

Care of cabin and offices during the absence of officers.

Telephone: Operation of the board, prompt service, and courtesy over the wire.

Rank and Insignia:

Rank of Army, Navy, and Marine Corps line and Staff Officers.
Rates, enlisted men.
Officers of foreign countries.
Flags: President, Secretary of the Navy, Admiral, General, Consular, and Revenue Service.

Secondary Battery:

Types and classes of guns.
Titles and duties of members of gun crew.
Prizes and increases in pay.
Kinds of ammunition.
Fire control.
Targets and target practice.
5-inch Broadsides:

Nomenclature; Duties and stations; Practical drill; Care and preservation.

Swimming:

Semaphores, wig wag, heliograph, blinker, Very Lights, and flag hoists.

Boat Drill:

Nomenclature of small boats.
Boat courtesy.
Designation of boats.
Types of boats.
Purpose of each.
Hailing and answering from boats.
Practical drill under oars and sail.

Ship Routine:

Routine in port and at sea.
Division parades, muster for drill and instruction.
Uniform of the day, smoking privileges, and calling the watch.

Life Afloat:

Sea-going expressions, living quarters, mess tables, care of clothing and equipment, flags, pennants, and colors in port and underway.
Coming on deck, "hanging out spaces," liberty, and relations with the blue-jackets.

Emergency Drills:

Fire, collision, abandon ship, general quarters, torpedo defense, Explanation, purpose and manner of giving alarm, when to muster and promptness.

Arrangements are being made to give actual instruction in handling a forty-foot motor sailor, *i.e.*, the duties of coxswain in getting the boat under way, coming alongside a ship or dock, landing on the beach. Boat discipline and courtesies. Embarking and disembarking a three-inch field piece, firing machine guns and 37 mm. guns from boats. Care of boats.

The daily instruction periods of forty-five minutes each begin at 8:00 and finish at 15:00 hours, Sundays and holidays excepted. Quarters and muster for inspection are held daily at 9:00, followed by close order drill.

On account of the limited amount of equipment available the instruction is to a great extent oral. Men seldom have the opportunity to even see a battleship before they go aboard for duty. The present equipment consists of two whale boats, one five-inch gun, one five-inch loading machine, several hammocks (never used to sleep in), and a few photographic plates of ratings, uniforms, etc.

The instructors are noncommissioned officers who have recently completed a tour of duty afloat. The men come to the Sea School in platoons of about fifty men each. In some cases the noncommissioned officers who brought the platoons through the recruit depot remain with it until the platoon has finished the Sea School. This system saves man power and is an excellent disciplinary measure, assuring the men being kept up to the same standard of smartness right up to the point where they go out to general service.

The only permanent personnel attached to the Sea School is the Commanding Officer. The instructors, first sergeant, and clerk being attached to the Recruit Depot and Sea School Company.

Every effort to train Marines for sea duty is being made, but nautical experience can only be gained while actually living and working aboard ship.

There are four old ships at Mare Island, the *U.S.S. Albany*, *U.S.S. Montgomery*, *U.S.S. New Orleans*, and *U.S.S. Salem*. These ships are laid up and probably never will be placed in commission again.

There is available at the Marine Corps Base at San Diego a channel 875 yards due south of the barracks with a minimum depth at dead low water of fifteen feet. This depth is carried to within ten feet of the bank. A ship moored close in to the bank could be easily boarded by a gangway from the bank. In the event that one of the above-mentioned ships should be obtained from the Navy, she would furnish the ideal Sea School for the men, and officers as well, for a period of about six weeks just prior to their being detailed to sea-going ships.

Men would learn to live in a compartment, swing in a hammock, keep the ship and themselves clean, stand watches on the quarter deck, gangway, bridge, man the guns and boats, and get the whole training of life aboard ship which would be so conducive to the proper training of a Marine.

Recently arrangements have been made with the Eleventh Naval District whereby men from the Sea School are allowed to make week-end cruises on the Eagle Boat attached to the local reserves. Her complement is fifty men (Reservists), the Marines filling in between that number and the actual number of reservists making the cruise; this number varies from ten to thirty men. So far only one cruise has been made, but excellent results were obtained from this one trip and in lieu of something better, much is hoped for from these cruises, in the future, in fitting Marines to give efficient service afloat, which is what the West Coast Sea School is striving for.

Several communications have recently been received from Commanding Officers of Marine Detachments of the fleet regarding replacements furnished by the West Coast Sea School. These communications have all been highly commendatory, which would seem to indicate that the West Coast Sea School is satisfactorily accomplishing its mission.

THE LAKE DENMARK DISASTER

By BRIGADIER GENERAL DION WILLIAMS, U.S.M.C.

ON SATURDAY, July 10, 1926, the U. S. Naval Ammunition Depot at Lake Denmark, N. J., was the scene of one of the worst disasters due to the explosion of ammunition in storage magazines that has ever occurred in the history of the Navy. At the time of the disaster, the regular Marine Detachment on duty at the magazines consisted of sixty-eight enlisted men, under the command of Captain Burwell H. Clarke, U.S.M.C., and in addition to the regular garrison there were at the station twenty-five enlisted Marines from the Marine Barracks, Navy Yard, New York, who were carrying out their annual small arms target practice on the rifle range.

All of the reports from officers who were present at the time of the disaster and subsequent to it, including the report of the Court of Inquiry appointed by the Secretary of the Navy to investigate the case, show that the conduct of these Marines at the time of the explosion and afterwards was such as to thoroughly uphold the proud traditions of the Corps for attention to duty and self-sacrifice in the face of danger, and the incident adds another page to the fine history of the Corps. It is thought that the readers of the *GAZETTE* will be interested in a short account of the disaster giving the facts as determined by the Court of Inquiry, some of the technical aspects of the case, and extracts from the statements of some of the survivors.

The Naval Ammunition Depot at Lake Denmark has an area of 456 acres of hilly land, partly overgrown with trees and scrubby brush and served by railroad tracks and macadam roads to give access to the various magazines and buildings on the reservation. Prior to the disaster there were about two hundred buildings on the reservation, of which fifty-three were magazines, 10 for high explosives, 19 for smokeless powder, 13 for projectiles, and 11 for black powder. The other buildings included storehouses, industrial buildings, barracks and quarters and contained no explosives.

The number of magazines and other buildings was largely increased during the World War and subsequent to it, due to the necessity for storing large quantities of explosives manufactured for that war and some of them were of the so-called temporary type. All of the magazines were of the approved type, however, and on July 10, 1926, they were in good repair and all provided with lightning conductors of the approved type. Recent inspections had shown that the explosives were of standard grade and in good condition. The explosives were segregated in magazines according to classes according to the established regulations and every precaution for their safe keeping was being observed which experience had dictated. All of the required inspections had been properly made.

The estimated value of the real property of the plant was \$3,460,747 and the value of the explosives in storage was \$84,399,506 at the time of the explosion.

On the afternoon of July 10, 1926, a severe storm visited the Lake Denmark region accompanied by thunder and lightning. A bolt of lightning struck within the Depot at 5.15 P.M. and immediately thereafter black smoke was seen issuing from the northeast side of Temporary Magazine No. 8. The fire alarm was sounded at once and the personnel of the station, including the Commanding Officer, Captain Otto C. Dowling, U.S.N., the Commanding Officer of Marines, Captain Burwell H. Clarke, U.S.M.C., and the Marines of the Station, and in a very short time a stream of water was turned on the building.

At 5.20 P.M. a terrific detonation occurred at the scene of the fire, followed by a second severe detonation five minutes later. These detonations caused great damage to the station, collapsing roofs, blowing down walls, blowing open the doors of other magazines and scattering burning brands to other buildings, thus setting many buildings on fire. The fire spread quickly to other magazines and buildings, and at 5.45 P.M. there was a third severe detonation which added greatly to the damage already done and increased the spread of the fire. There were many minor explosions and these continued for many hours after the first detonations, making it extremely dangerous for anyone to approach the vicinity of the magazines or buildings of the station. In addition to this danger the water system was completely disrupted by the detonations, making it useless for fire fighting.

The fire and the subsequent explosions destroyed the Marine Barracks and all of the Marine Corps property, together with all of the personnel records of the command.

A Detachment of forty-seven Marines under command of Captain J. P. McCann, U.S.M.C., were sent to the scene of the disaster from the New York Navy Yard as soon as the reports of its extent were received there, and this detachment arrived at Lake Denmark at 11.00 P.M., July 10th, and took up the duty of guarding the approaches to the danger zone, rescuing wounded and fighting fires in various quarters of the reservation.

On July 11th, a force of 9 officers, 200 Marines and 6 hospital corps men were sent from Quantico to the scene of the trouble, arriving there that night. This force was commanded by Lieutenant Colonel Robert Y. Rhea, U.S.M.C., and on July 12th it was reënforced by an additional force of 8 officers and 200 Marines from Quantico. This battalion from Quantico was encamped in the reservation of the U. S. Army Arsenal at Picatinny which adjoins the Naval Magazine reservation.

Great damage was done in the Picatinny Arsenal by the concussions from the detonations in the Naval magazines and by flying fragments and numerous fires were started, but these fires were controlled by the personnel of the Army station.

On the day following the disaster a force of Army troops from the vicinity of New York was despatched to Picatinny Arsenal and Brigadier General H. A. Drum proceeded there and took command of the Army troops.

The Marines from Quantico performed hazardous and efficient work in extinguishing fires, clearing the danger area of living and wounded and

searching the ruins for the remains of those who had been killed by the explosions. The battalion from the 5th Regiment at Quantico remained at Lake Denmark until August 10th, when it was relieved by a company of 2 officers and 90 men, which will form the regular Marine Detachment of the station. During the whole time that the battalion from Quantico was at Lake Denmark its personnel were constantly engaged in fighting fires, searching the ruins for bodies and clearing debris to prevent further fires and salvage the magazines which were still intact.

The Work of the Detachment of Marines from the New York Navy Yard and of the battalion from Quantico received the highest praise from everyone who had an opportunity to observe the performance of their duty and it was largely due to their excellent work that the further spread of the fires to other magazines was prevented and further loss of property and life prevented.

When the salvage and wrecking parties entered the reservation they found a scene which was reminiscent of the battlefields of France. On the sites of the magazines which had detonated there were large craters and the buildings had entirely disappeared, all of the buildings of the station were demolished or practically ruined, the debris was scattered over a large area, trees and shrubbery were seared by the fires and blasts from explosions, and within a radius of about half a mile the projectiles from shell house No. 22, which had entirely disappeared with only a large triple crater to mark its site.

It is of interest to note that TNT stored in large quantities in some of the magazines in standard packages burned freely without detonation, that the Explosive "D" in Temporary Magazine No. 11, in standard barrels and boxes to the amount of 2,500,000 pounds, as well as smaller quantities stored in other magazines, burned freely without detonation, that quantities of picric acid in storage also burned without detonation, and that in all cases smokeless powder burned without detonation.

Fragments of steel beams and trusses were found at a distance of 5000 feet from the site of the detonations, and the detonations of Temporary Magazines Nos. 8 and 9 caused the complete destruction of all surface buildings within a radius of 2700 feet. Considerable structural damage was done to a magazine building in Picatinny Arsenal at a distance of 8700 feet from the site of the detonations.

Eighteen sub-surface magazines in the Naval ammunition Depot were practically undamaged and their contents are undamaged. The salvage value of ammunition and other stores is estimated to be more than \$40,000,000.

The report of the Court of Inquiry included in the findings a statement that the following U. S. Navy and Marine Corps personnel were killed by the explosion and that their bodies have been recovered and identified:

Navy: Lieutenant Commander (M.C.) Edward A. Brown, Lieutenant Herman C. Schrader, and Pharmacist Mate Harry C. Brown.

Marine Corps: Captain Burwell H. Clarke, Trumpeter Mason D. Eidson, Private V. P. Graham, Jr., Private John W. Monroe, Private Maurice R. Hardaker, Private Frank C. Weber, Private First Class Orlando M. Alfson,

Private Virgil C. Baker, Private Earnest Powell and Private First Class Henry D. Mackert, Jr.

It was proved beyond a doubt that the following were killed but their bodies have not been identified: Chief Gunner Joseph Matthias Gately, U.S.N., and Corporal Frederick J. Rachford and Private John H. Little, U.S.M.C.

All of the above-named officers and men were killed as a direct result of their fearless performance of duty.

Privates Oliver C. Bliss and Paul W. Moreau, U.S.M.C., were still unaccounted for at the time the Court of Inquiry made its report.

Four bodies, believed to be those of Navy or Marine Corps personnel, were recovered but could not be identified.

The following civilian personnel were killed in the disaster:

Mrs. H. D. Wadham, wife of the Chief Clerk of the Ammunition Depot (body recovered).

Mrs. Frances Feeney, a visitor in the house of Chief Gunner Gately, fatally injured and died in the hospital.

Second Lieutenant George W. Bott, U. S. Army, was killed at Picatinny Arsenal as a result of the disaster.

The following Navy and Marine Corps personnel were injured in the disaster:

Captain Otto C. Dowling, U. S. Navy.

Chief Gunner William A. Gerdts, U. S. Navy.

Bernard J. Shackman, Phar. Mate, 1st Class, U. S. Navy.

Sergeant P. Donaldson, U.S.M.C.

Sergeant J. C. Parker, U.S.M.C.

Corporal J. H. Nelle, U.S.M.C.

Corporal L. C. E. Pelletier, U.S.M.C.

Corporal E A. Schry, U.S.M.C.

Corporal C. A. Dettenbach, U.S.M.C.

Corporal Axel Frederickson, U.S.M.C.

Corporal Marvin Lewis, U.S.M.C.

Corporal M. E. Prather, U.S.M.C.

Private C. M. Hedrick, U.S.M.C.

Private Charles Hungler, U.S.M.C.

Private C. L. Lindsey, U.S.M.C.

Private John Pratt, U.S.M.C.

Private S. L. Boggs, U.S.M.C.

Private Albert Burg, U.S.M.C.

Private G. J. Bush, U.S.M.C.

Private D. L. Brundidge, U.S.M.C.

Private G. V. Hertig, U.S.M.C.

Private Z. V. Kirks, Jr., U.S.M.C.

Private Thomas Johnston, U.S.M.C.

Private J. R. Sullivan, U.S.M.C.

Private J. M. Weaver, U.S.M.C.

Private E. A. Webb, U.S.M.C.

Private H. L. Hyde, U.S.M.C.

Private L. C. Jones, U.S.M.C.

Private C. L. Roy, U.S.M.C.

Private H. R. Engel, U.S.M.C.

Private E. F. Ervin, U.S.M.C.
Private L. J. Klauzenberg, U.S.M.C.
Private G. J. Mathis, U.S.M.C.
Private C. A. Nutt, U.S.M.C.
Private O. D. White, U.S.M.C.
Private W. A. Taylor, U.S.M.C.
Private C. M. Kensick, U.S.M.C.
Private E. S. Roberts, U.S.M.C.
Private John Singleton, U.S.M.C.

The following civilian personnel present on the Naval reservation were injured in the disaster:

Mr. H. D. Wadiams, Chief Clerk.
Mr. William Skews, employee (engineman on watch).
Mr. William Barrass, employee (fireman on watch).
Mrs. O. C. Dowling, wife of Captain Dowling, U. S. Navy.
Mrs. H. C. Schrader, wife of Lieutenant Schrader, U. S. Navy.
Miss Frances Schrader, daughter of Lieutenant Schrader, U. S. Navy.
Mrs. J. M. Gately, wife of Chief Gunner Gately, U. S. Navy.
Mrs. B. Burdick, wife of First Sergeant Burdick, U.S.M.C.
Dorrence Burdick, son of First Sergeant Burdick, U.S.M.C.
Mrs. Matilda Koch, wife of civilian employee.
Mr. Amatus Feeney, visitor of Chief Gunner Gately.
Miss Jane Feeney, visitor of Chief Gunner Gately.
Mr. Marion Schoenholz, visitor of Lieutenant Schrader, U.S.N.

The Court of Inquiry found that the disaster was due to lightning striking Temporary Magazine No. 8, which shortly thereafter detonated, followed by the detonation of Temporary Magazine No. 9 and Shell House No. 22. These were the only cases of heavy detonation, the rest of the damage being from fire with numerous minor explosions of shell.

The loss of life would have been much greater but for the fact that the disaster occurred after working hours, when but few of the workmen were present. All of the officers and nearly all of the enlisted men attached to the station were present at the time of the explosion. All of the evidence shows that every officer and enlisted man promptly, fearlessly and devotedly responded to the call of duty, well knowing the extreme danger involved, thus living up to the highest traditions of the service.

The Court of Inquiry recommended that the Distinguished Service Medal be awarded to Captain Otto C. Dowling, U.S.N., and that the Navy Cross be posthumously awarded to Lieutenant Commander Edward A. Brown (M.C.), U.S.N., Lieutenant Herman C. Schrader, U.S.N., Chief Gunner Joseph M. Gately, U.S.N., Pharmacist Mate Harry C. Brown, U.S.N., and to the following officers and men of the Marine Corps: Captain Burwell H. Clarke, Corporal Frederick J. Rachford, Trumpeter Mason D. Eidson, Private Ralph V. P. Graham, Private John W. Monroe, Private Frank C. Weber, Private Virgil C. Baker, Private First Class Henry D. Mackert, Private Maurice R. Hardaker, Private First Class Orlando M. Alfonso, Private Ernest Powell and Private John H. Little.

The Court stated that the conduct of Private Casmer M. Kensick, U.S.M.C., in remaining with and aiding his commanding officer, Captain Dowling, after the latter was severely wounded, is worthy of the highest praise and recommended that he be awarded the Navy Cross.

As a result of the investigation of the disaster the Court of Inquiry recommended that the Lake Denmark Depot be rebuilt to accommodate only such stores of ammunition as can be safely stored there, and that Congress be asked at its next session to provide for two large ammunition depots for the storage of high explosives, one to be located within a radius of 1000 miles from the Pacific Coast with convenient railroad facilities to the San Diego-Los Angeles Area, to San Francisco Bay, and the Columbia River-Puget Sound Area, the land to cover an area of at least 100 square miles and allowing an unoccupied safety zone of two miles. The other Depot to be established in the East, of a similar area, centrally located, so as to have convenient railroad transportation to the Atlantic and Gulf ports and to our East Coast Naval magazines.

It also recommended that magazine personnel be instructed to avoid fighting heavy fires in high explosive magazines due to the futility of such efforts and the danger to life; that dwellings and barracks at Naval magazines be located clear of probable injury by fire explosions, and that in future constructions the distances between magazines be made adequate to prevent the explosion of one magazine from affecting the others. There were a number of other recommendations looking to the future safety of magazines.

Following the disaster the devastated area was searched as soon as it was comparatively safe to enter it and the bodies of most of those who had been killed were recovered and sent to the Naval Hospital morgue at New York where every effort was made to identify the burned and blackened remains. All of the records of the station had been destroyed and the records of the personnel from the Headquarters offices at Washington were sent in charge of the finger-print expert at Headquarters, Quartermaster Sergeant Lockout, by airplane to New York. The dental record cards were also sent from the Bureau of Medicine and Surgery. From these records it was possible to identify all but four of the bodies recovered.

The surviving members of the Marine Detachment at Lake Denmark were transferred to the Marine Barracks, New York, where a number of them were interviewed by an officer from the Adjutant and Inspector's Department in Washington, Lieutenant Colonel R. B. Creecy. The statements of these men contain much of what our newspapers call "human interest" and some quotations from them are given below.

The statement of Corporal Edward A. Schry:

"I was in the Marine Barracks at Dover, N. J., about 5:20 P.M. on Saturday afternoon when I happened to look out of the window toward the power house, when I saw a big cloud of smoke rising about 200 feet from the power house and on top of the hill above the road. I said to one of the men that there must be a fire and he said it was a locomotive. As he got through saying this the power house whistle was sounding fire call.

"I ran out of the barracks and some of the men were getting started with a hose cart, just then Lieutenant Schrader drove up to the barracks with his car on the way to the fire and loaded his car with Marines. I also wanted to get in the car, but there was no more room on the running board or inside, so I started to run in rear of the hose cart. There were about twenty men handling the hose cart or in immediate vicinity.

"I ran along the road about twenty feet in rear of the hose cart. When we were going around the curve about a hundred feet away from the power house the first explosion took place. It was a hundred or a hundred and fifty feet to our front and to the left. The concussion of the explosion knocked me down and I didn't see anyone ahead of me. I was hit in the knee by something.

"I dragged myself in the ditch at the side of the road and got behind a tree. There I met Private Roy and Private Courville. We stayed down under the bank until the second explosion, which was in the same vicinity of the first. I didn't see anyone around except the two men, Roy and Courville.

"I saw a big piece of debris fly into the roof of the power house and cave it in. By this time the heat was getting so great that we could not stand it. We knew that we could do no good in trying to fight the blaze, so we started to run through the woods and toward the Marine Barracks. We came out on the rifle range in rear of the barracks. I didn't see anyone around any of the places, so we kept on going down the Rifle Range. After I got to the end of the range I started for the railroad track, which was a short way down. I had to get over a high fence to get on the railroad track.

"The three of us got over the fence and on the track. The first I saw was two civilians, one was the power house fireman and the other was the engineer. I saw about ten Marines ahead of me about 300 yards.

"They were all running. Private Roy and Private Courville left me, for I couldn't run any more and I felt pretty safe, although shells and other debris was falling very heavy. I kept on going along the track until I got near the end of the reservation fence when Sergeant Nicholson and Private Lindsey were getting over the fence coming on to the railroad track. We walked a short distance and then we decided we were going back on the reservation. We walked back a hundred yards when another big explosion took place and we decided not to go back onto the Ammunition Depot. We started down a road through the woods for Dover for Private Lindsey had his hand cut pretty bad and my left leg was getting very sore where I was hit at the time of the first explosion.

"We kept on going down this road until we got to a small lake or pond, there were two automobiles there and the people offered to take us in, which we accepted. The man that took us in to Dover was a Reserve Officer, but he was dressed in civies, and didn't say whether he was from the Army, Navy, or Marine Corps.

"He took us into Morristown, N. J., first, but there were too many people getting first-aid there, so he took us to Dover Hospital. When we got there Private Lindsey and I were taken into the hospital. Sergeant Nicholson left with this officer for the Ammunition Depot. I stayed in Dover Hospital until 4:30 A.M., Sunday morning, when we were taken in an ambulance to the Naval Hospital, Brooklyn, N. Y."

The following is from the statement of Private Ephraim F. Ervin:

"I was lying down on my bunk on Saturday afternoon of July 10, 1926, at about 5:20 P.M., when fire call was sounded. I ran out of the barracks and tried to get into one of the cars that was going in the direction of the fire. I found that the car was too crowded and returned to help with the hose reel. As far as I can remember four of my buddies were in the car: Privates Graham, Kensick, Weber, and Trumpeter Eidson. When four other marines and I came within 100 yards of the fire the first explosion occurred, we all were knocked off our feet going in every direction. I jumped behind a tree with one of my buddies. There were more marines there, one who had his finger blown off. I was hit in the stomach by a stone, it causing me to become unconscious. I don't know how long I was out, but when I came to I was down by the fence, about

200 yards from where the first explosion occurred. I don't know how I got there, but when I got on my feet I saw a bunch of Marines climbing over the fence. The only one that I remember by name was Private E. S. Roberts. We ran along side by side until we came to the power house. There we helped a civilian to his feet who was covered with stones. He guided us to a rowboat down on the Picatinny Lake. We jumped into the boat and were about 50 yards from the shore when I heard one of my buddies calling my name and I saw him drowning. I jumped out of the boat and got him in. His name was Private E. S. Roberts. When we landed on the other side we all separated, going in different directions climbing the mountain. When I reached the top I was alone and I was all in. I sat down to rest, but as the debris continued falling all around me I started off again. I suppose I ran and walked about eight miles when I came to a road I met three more marines, Private E. S. Roberts, Private Johnston, and Private Sowder. We got a ride with some man who took us to doctor's house. The doctor was not in but his wife gave us some clothes as ours were blown off us. She called a taxi and from there we went to a hospital in Paterson, N. J., where Johnston and Roberts received first-aid. Sowder and I were not seriously hurt except a few scratches and I had a sprained ankle. We went to Brooklyn Navy Yard where Johnston and Roberts were taken to the Naval Hospital."

The statement of Private Casmer M. Kensick is as follows:

"I was in the quarters when fire call sounded. I ran downstairs and smoke was coming from the left, facing the lower gate. I got on Lieutenant Schrader's car with Privates First Class Graham, Mackert, Trumpeter Eidson, and Private Weber. We men were on the running board, but the car was filled inside with other men from Brooklyn. We were going at the rate of about 30 miles per hour and Lieutenant Schrader said he would slow down at a hose cart and for four of us men to get off and get it. Eidson, Mackert, Graham, and myself got off, the car passed and we got the hose cart. We all got on the front of the cart but I went to the rear to push it. Graham said: 'Let's turn off the road and take a short cut,' and I had to push hard as the road was rough. I had my head down pushing and when I looked up I saw that someone ahead of us had already started to play a stream of water on the fire. We were about 75 feet away when the explosion came. I was blown a long ways and when I got up I was knocked down again. When I finally got up I saw a man in back of a car who was in civilian clothes. I said to him: 'What's the matter, mister?' and he said: 'I'm blind, I'm blind.' I then took him with me. We started running away, but he could not run very fast. We came to the power house where we saw a man. The man that I was helping ordered this fellow to stay at the power house and keep the fires going. We got to the barracks and all the time we kept going he kept saying that he wanted to see how his wife was. There's a lake in rear of the barracks. I told the man that it would be best to cross the lake and get away. I climbed the fence but he wouldn't follow, so I went back and joined him. We started walking and running toward his home, which was away from the fire. We searched the house but were unable to find anyone in it, the man being able to see a little by that time. After that I said: 'Let's go,' and he replied: 'If I go I will be shirking my duty.' He was the gamest and coolest old man I had ever seen. Before we reached the house he told me he was Captain Dowling, U. S. Navy. He told me to go to the road on the left and if I found any marines to send them to him. I found two and told them that Captain Dowling wanted them. I also met Private Nutt and with the other marines went in to try and get Captain Dowling out."

The following is quoted from the statement of Private George J. Mathis:

"The last time I saw Captain Clarke, U. S. Marine Corps, was at about noon July 10th. He was sitting in his office with visitors. Two women and one man. They were unknown to me.

"About 5:15 P.M. fire call sounded. I ran out in front of the barracks. The fire apparatus had gone to the scene of the fire. I ran down the road toward the fire and passed Corporal Thimsen and another marine unknown to me. Upon leaving the barracks I could see nothing of any fire until I was around the bend in the road. There I saw flames shooting about two hundred feet into the air. I was still running toward the scene of the fire when the first explosion occurred. It was a tremendous blast, hurling me to the ground and deafening me to a certain extent. Where the explosion occurred was a mass of flames shooting high in the air. The smoke and flames going in the direction of the upper gate. Upon regaining my senses I started toward the Upper Gate. I passed Captain Clarke's house which was destroyed as well as the Sick Bay and Gunner Gertz's. The porch of the Marine Barracks was also destroyed. I was near the Marine Barracks when the second explosion occurred. It was about five minutes between the first and second explosion. The second explosion threw me to the ground; after getting to my feet I kept going toward the Upper Gate. There was a marine ahead of me, but I don't know who he was. Near the Upper Gate I met a man with his family. He had a child in his arms and asked me to take his wife. I took his wife. At the Upper Gate we met Private Hunter with a G.M.C. truck which had been standing in rear of the Marine Barracks when the first explosion occurred. Private Hunter had picked up all the women and children on the road to the Upper Gate. There were also a few marines on the truck. The woman and I got aboard the truck and started away. Mrs. Brown was directly behind us driving her own car, and in it were Captain Clarke's mother and two sons. The other people in it were strangers to me.

"On our way from the scene of the disaster we warned every one headed for Lake Denmark to go the other way.

"We arrived at New Foundland, N. J., at about 8:00 or 8:30 P.M."

THE MARINE CORPS AND THE COLLEGES

BY CAPTAIN CECIL S. BAKER, U.S.M.C.

IT IS interesting to consider what the present athletic policy of the Marine Corps is doing to inform the college public about the Marine Corps. Originally this policy may have been conceived with a view to interesting the men, and raising their morale—and partly with a view to newspaper publicity. It now is giving us publicity of another kind—one which to my mind is of far greater value and more far-reaching in its effects.

Although not connected in any official way with athletics, I have closely watched the working out of the Quantico, 1926 baseball schedule. I attended every game, met many of the players and most of the coaches and managers of the visiting teams. From what I have been told by them, and from what I have observed, I am of the opinion that our present athletic policy is doing more than any other one thing to inform the college man about the Marine Corps.

During the past season visiting teams have been well taken care of here. They have been well housed. They have been taken to the movies and to whatever other shows which happened to be on while they were in the post. They have been entertained at the Officers' Club. They have been taken out to the flying field where they have had "hops," and where stunts were put on for their benefit. In some cases dances were gotten up for them, and many of the individual players and managers or coaches have been entertained at the homes of officers of the post. Affiliating, as they did, with the men and officers of the team and the post, they got to have a much more accurate knowledge of the Marine Corps than they ever had before. Many of them realized for the first time the real feeling of enthusiasm that our officers and men have for the Corps, and some of them were genuinely startled at the evidence of a feeling of comradeship existing between men and officers. It may sound absurd, but it is true, that several of the men from one college actually expressed surprise at the sight of a colonel talking in a friendly and informal way with two or three captains! They said they "never believed that the service was like that!"

This cordial and pleasant entertainment of visiting teams has made them all leave Quantico with a better understanding of the Marine Corps, and a better attitude towards it. They know a little more about service life. All of them have expressed a wish to be here again. Not one, but several teams have said that they were given better and more cordial treatment here *than they had ever* received at the hands of an opponent in sports. Letters have come back from individuals expressing appreciation and thanks, saying that the writers looked forward to visiting us again next year. Many of the men while here asked "what the chances were of getting a commission?" and in some cases after the departure of teams letters have come in from friends of the players asking for information, adding that "So-and-So, who was down there with the team,

was so enthusiastic about the Marine Corps that I'd like to know about getting into it." Coaches have said, "_____, who is graduating this year, would make a fine officer for you. When I get back to the school I'll talk to him about the Marine Corps."

This kindly feeling of appreciation and better understanding has been so marked in some cases that the school papers (and in at least one case the local paper of the town in which the school was located) have devoted columns to telling of how well the team was treated "by the Marines." This sort of thing goes a long ways. It is the best sort of publicity. It is impossible to say how far-reaching in its effect it will be; but it is safe to say that it will be of great and unmixed benefit to the Marine Corps, and that it reaches the very circles we wish to reach. It will be eventually of great effect in obtaining second lieutenants for us. Some of the results will not show this year, but I will venture to say that if we keep on with the present policy of receiving and entertaining visiting teams, within a very short time some of these college men will be officers in the Corps.

It may be said that this will eventually work out so that most of the applicants for commissions will come from men interested in athletics. Perhaps, as our teams play more and more games with colleges, and more college teams come to our posts and get to know the life and meet our people, this may be true. I hope that it will be true. I wish that every officer in the Corps had athletic tendencies. When it is remembered that athletic ability is one of the essential requirements for a Rhodes' Scholarship, it need not be feared that the Marine Corps is establishing a dangerous precedent.

I believe in athletics, and in men of athletic ability. I believe that, as a class, the college man who has participated in athletics is better fitted by training, temperament and habit of thought to be an officer than the non-athletically inclined. Modern athletics require the best type of physically fit, quick-thinking, cool-tempered man. The athletically inclined officer is a better natural leader, he handles men better and has more prestige with them, and he is a more practical man. He is an active, out-door type—just what we need. He is of more value in garrison because his ability enables him to play on teams or coach the men on them. I can name many fine officers who have tremendous added prestige on ship or station because of their ability in sports.

The Marine Corps has plainly indicated that it is going to pursue the policy of selecting and advancing the fittest of its officers, and eliminating the unfit and non-producing. Only the best officers, those of able mind and firm character, whose natural abilities are strengthened by study and work, are entitled to reach command rank. This is no place on the active list for officers who are inefficient or unworthy. Their presence is destructive of morale. They are a source of annoyance and trouble, not only to their seniors, but to their juniors as well. It is unnecessary to discuss here the effect upon competent juniors of the retention in the service of a senior notoriously incompetent or incapable.

The problem of attaining and maintaining efficiency is not entirely solved by the steps outlined above, however essential they may be. It is not only

necessary that we have competent seniors and no incompetent ones, but also that we maintain a constant influx and upward flow of able junior officers. We must see that as vacancies occur at the foot of the commissioned list they are filled by men who are fitted in every way—mentally, morally, physically and by temperament—to become good officers. No steps should be omitted that would lead to an improvement of our standards in that respect; and nothing should be left undone which would lead to inducing the very best type of young men to enter the Marine Corps.

The question of the selection and commissioning of second lieutenants is of great importance to the Marine Corps. It is a matter of great importance to each and every officer. The question of improving the standard of our commissioned personnel directly affects every one of us. If the Marine Corps is to be and to remain what we wish it to be—the most efficient sort of a modern combat organization—we must look to it that our commissioned personnel is of the best. If it is to be of the best, it must be good not only at the top, but of high quality from the highest to the lowest rank. Without good junior officers we never can attain the high standard of efficiency we desire. Therefore, each officer should regard himself as directly interested in the second lieutenants who enter the Corps, and should do his utmost to see that the very best are commissioned. Though individual officers may have very little to do with the selection of the second lieutenants from the list of applicants, they can have and should have a great deal to do with providing Headquarters with the best possible list of applications, in order that good ones may be commissioned. It should be the duty of all officers to interest and encourage fine young men of the required characteristics to apply for commissions.

Unfortunately, however, it is evident that many of our officers seem to feel that this is a matter with which they have nothing to do. They do nothing to improve the standard of second lieutenants chosen, but feel privileged to criticize Headquarters for "having given So-and-So a commission."

This must be changed. Each officer should have a direct and active interest in our young officers. We should all be deeply interested in every grade of our commissioned list. Our greatest interest should be in our juniors, for they are the ones who most need interest and encouragement, and they are the ones whom we can help. We should all be interested in the people with whom we are to live, with whom we will spend the rest of our active lives, and upon whose ability and courage we must depend in time of war for successful coöperation. Why not realize this once and for all, and commence right at the source—the entrance into the service of the second lieutenant? If we can detect and eliminate the unfit, and avoid commissioning them, we will prevent trouble, lost motion, and expense. If, from the fit—from those men who have the qualifications we require—we select the very best, we will have taken a great step forward toward success.

The present law governing the commissioning of second lieutenants is, I believe, ample in its scope. It is for the Marine Corps to utilize that law to its fullest extent. One of the sources from which we may obtain officers is the "distinguished military institution"—the school which has a certain

amount of military training included in its curriculum. This training is initiated and supervised by the War Department. The actual work of drill and instruction is taken care of by Army officers. It is idle to expect that all Army officers assigned to such duty will do their utmost to induce the most promising graduates to enter the Marine Corps. It is not their duty. It is the duty of Marine officers. It is very much the province and the duty of the Marine Corps to see that from these schools the men best fitted for the varied duties and responsibilities of the military service seek and obtain commissions in the Corps.

We should accept only those men who by their natural and acquired characteristics are prepared to make an actual and vital contribution to the Marine Corps by their brains, their energy and enthusiasm. But if we are to have the privilege of accepting only the best, it is evident that first we must get in touch with, inform, and interest in the Marine Corps that class of men from which we wish to choose.

There is no means of absolutely knowing in advance that the men who are commissioned from civil life will eventually prove to be good and successful officers. Knowing neither the life nor the work, and probably having wrong conceptions of both when they enter the service, their ideas change as they are educated in their profession and become accustomed to their duties. Some of them may realize that they are not fitted for the life. The Marine Corps may determine that others are not fitted for it. And so some of the second lieutenants will leave us. This is to be expected—but we must cut to a minimum such losses. We should afford to educate and train men for two years only to discover that we have wasted time and effort on them. We must take every step possible to determine in advance that the men whom we commission are fitted in every way to become officers. Requiring applicants for commission to have athletic ability (or at least placing a premium on athletic ability) will go a long way toward eliminating the temperamentally unfit.

The graduates of many of our best colleges may be commissioned with very little trouble indeed, providing that they have the required moral and physical qualifications. Their diplomas from first-rate schools evidence that they have the necessary basic education. But what steps have we taken to interest and educate the student bodies of these schools? What have we done to insure that suitable graduates from such schools, men who would make fine officers, know of the opportunity to embrace the military career and obtain commissions in the Marine Corps? What do most of these college men know of the Marine Corps? Very little, I am afraid. Save in some rather isolated instances, little has been done to inform the great majority of college men of the advantages and benefits of a military career. Most of them know little indeed about the military service, and still less about the Marine Corps. It is regrettable, but true, that each year many young men, eminently fitted in every way to become excellent officers, graduate from these schools and go into civil life through ignorance of the military service. Like all people ignorant of a subject, *knowing* little if anything definite about the service, they have an entirely erroneous conception of it. They have no proper idea of the

work, duties and responsibilities of officers. They have very hazy ideas of the rights and privileges of officers—if, indeed, they believe a junior officer has any rights at all.

A great many seem to believe that the life of a junior officer is filled with trouble and humiliations—and have no conception of the real feeling of *esprit-de-corp*s and comradeship which in the main pervades the Marine Corps. With such erroneous ideas they find it impossible to believe that a lieutenant and a captain, or a major and a colonel, can meet on a ground of social equality. They cannot differentiate between duty obligations and social pleasures. Most of them will not believe you when you tell them you feel you have more real liberty in the service than you would have out of it—real liberty in the sense that your rights and privileges are sharply defined and protected.

The pacifist element in some sections has so perverted public opinion that many men from such vicinities believe that the service entails on the junior officer supine submission to a dull and dreary routine, monotonous in the extreme, destructive of initiative and ability, and necessitating upon the part of the victim a blind obedience to an unfeeling and iron discipline based on antiquated red-tape. They have been led to believe that upon entering the service they are sacrificing forever their independence. There are other contributory factors tending to strengthen this belief. In some schools the students have been put through such a rigid *régime* that they have sickened of it, and believe that if they choose the service as a career they will spend the best part of their lives in standing at attention or clicking their heels together. In some other cases a lack of tact on the part of the military instructor has strengthened the prejudices already existing in the minds of the students, and has forever alienated their minds from all thoughts of a service life.

The answer to this ignorance or prejudice is education—call it indoctrination if you will. We must see that college men know the Marine Corps. We must see that they are correctly informed about the military service in general and the Marine Corps in particular; that they know what the Marine Corps is. They should know about our varied and changing duties, and the places and the posts at which we serve. They should not only be given a lot of statistical data regarding pay and allowances and such kindred matter, but something about the more human side of the Corps—those things which relate to travel, change of scene and environment and sometimes adventure and excitement. Those are the things which appeal to the type of men we want to have as officers.

The games played at Quantico against college teams, and the games played on the road by the Marine Corps teams help us a good deal in this educational work. This, however, covers but a small part of the field which we have open to us. There are many excellent approved schools in the Middle West where our teams do not play and where our influence is very little, if any, felt. Steps should be taken to obtain officers from such schools, and the way to get officers from them is to educate the student bodies. I believe this should come within the province of recruiting officers. Many of them are stationed in cities where there are universities, and there are many other

universities and colleges within easy reach of our recruiters. Officers on recruiting duty should concern themselves not only with the question of obtaining enlistments, but should also make it their business to see that every college in their district has a favorable and accurate knowledge of the Marine Corps. Recruiting officers should know, in the colleges within their districts, every senior who is thinking of entering the service, and should also attempt to interest in the service every undergraduate who appears to be the right sort of man for officer material. Some of our recruiting officers have interested and gotten into the service promising college men, but as yet the practice hardly appears to be universal. I feel that the graduating classes of every first-rate school should, each year, be told of the Marine Corps and its opportunities. Once one or two men have been commissioned from a school, it is easy to get other good men from that school—providing that the right man was picked to start with. If possible, at the start the greatest efforts should be made to get a man who is a leader in the school—a man well known, who has the respect of the student body. If you get such a man, he will do his utmost to get good ones next year—others will like to follow his example.

If the Marine Corps is to pursue the policy of obtaining lieutenants from such schools, it should interest its recruiting officers in that policy. This might necessitate a change in the method of selection of recruiting officers, for it is almost essential that officers who are to deal with college men should "speak their own language." They should be able to meet college men on a common ground of interest, of mental and educational ability. They should be able to make friends with, and have the respect of, the faculty and the student body. They could easily get in touch with campus life in a school. College men like to feel at home—and they feel at home when they are surrounded with other college men. A wise selection of officers for this duty would show fine results in a comparatively short time.

The present reserve plan of the Marine Corps also lends itself admirably to this work of interesting college men. The work of getting officers for our active list would fit in well with the work of obtaining reserves. The officers on that reserve duty would have certain opportunities of getting in touch with desirable men that perhaps recruiters might not have. Instead of being a hindrance to the successful work in connection with the reserve, I believe that getting active second lieutenants would dove-tail in, and that each class of work would aid and supplement the other.

Certainly a year or two of continuous and unified work by the recruiters and the Reserve Officers would have a profound effect upon our personnel, and would be well worth the time and effort put into it.

DEVELOPMENT OF ANTI-AIRCRAFT FIRE CONTROL IN THE MARINE CORPS SCHOOL

BY FIRST SERGEANT WILLIAM ANDERSON, U.S.M.C.

SINCE the reorganization of the Anti-aircraft Company just prior to the Culebra Manceuvres in 1923, the development of anti-aircraft fire control has progressed rapidly, and is at present equal, if not superior, to that of any other branch of the United States service.

When the Fixed Defense Anti-aircraft Unit was organized at the Naval Air Station, Pensacola, Fla., First Lieutenant Charles J. Lohmiller, who may justly be called the "father" of Marine Corps anti-aircraft fire control, was assigned the task of organizing the unit. He, however, was not able to remain at that station long enough to see what fruit his experiments would bear, as he was ordered to join the Anti-aircraft Company at the Marine Barracks, Quantico, Va., about November, 1923.

Just prior to this time Lieutenant Lohmiller had designed a new plotting board, which was completed at the Naval Gun Factory, Washington Navy Yard, and delivered to the Anti-aircraft Company just prior to its departure for the Culebra Manceuvres on which it was intended to test it. This board consisted of two distinct sections, namely the azimuth plotting board, on which the horizontal range to the target was determined by ordinary triangulation, and the altitude board which was operated in conjunction with the azimuth board. The ideas used on this board were entirely Lieutenant Lohmiller's, and it was found that he was working along the right lines, as the board lived up to expectations, although the company did not have the opportunity to properly test it before its return to Quantico. It was later found that, due to the fact that much lost motion was encountered on account of numerous gears and pivots, and also due to too much time being lost in computing and transmitting data to the guns, many improvements could be made on the board, using the same principles. Much of the lost motion was later eliminated.

During the manœuvres of the Anti-aircraft Company at Aberdeen, Md., in September, 1925, when the writer was plotter during the firing, we used this board and obtained excellent results in that we estimated about 50 per cent. theoretical hits on a towed sleeve, in addition to three actual hits.

Prior to these manœuvres the company commander, Captain DeWitt Peck, who had taken command of the company on June 2, 1925, with the assistance of suggestions from the writer, submitted plans for a new plotting board, which he had designed. These plans were approved by Headquarters Marine Corps and the Navy Department, and the Gun Factory at the Washington Navy Yard received orders to construct a new board.

The advantages of the new board over the old board are as follows:

1. Capable of more rapid manipulation. Dead time at the board is reduced about 50 per cent.
2. Decidedly more accurate, due to:
 - (a) The azimuth arms themselves are set to the reported target bearing. The old board uses a system of gears resulting frequently in a two- or three-degree error.
 - (b) The azimuth circle is graduated in mils instead of degrees, thereby permitting a closer setting of the arms.
 - (c) The scale of the board is larger, 6 inches to 1000 yards, against 6 inches to 1 mile on the old board.
 - (d) The actual position of the target in the air, and not its horizontal projection is plotted. This eliminates the erroneous assumption, used on all plotting systems, that the target maintains a constant altitude from the first plotted point to the point of burst of the shell, a time interval sometimes exceeding 30 seconds. The new board plots the position of the target in three dimensions, and the plotted track indicates the relative change of the target in fuse time and elevation, hence a plane diving or climbing vertically, to use an extreme illustration, can be plotted.
 - (e) The altitude and azimuth sections are combined on the new board, enabling all of the plotting to be done by one man, eliminating the transmission of data from one section of the board to the other, and the consequent chances of error.
 - (f) The new board is vertical in place of the old horizontal board, thus permitting both sides of the board to be used, the front of the board being used for plotting and the rear for the setting of the azimuth arms and for computing deflection.

During the month of April, 1926, the new board was delivered to the Anti-aircraft Company. Instruction of personnel in the operation of the board was commenced at once, as the board was to be tested during the Spring Maneuvres, 1926.

During the record firing of this company at the State Rifle Range, Virginia Beach, Va., June 14 to 25, 1926, the writer had the privilege of being detailed to perform the duties of plotter on the new board. The board exceeded all expectations. All data sent to the guns was exactly as obtained from the board, with no arbitrary corrections, and excellent shooting was the result. Four hundred and ninety-seven rounds were fired for record; nine sleeves were fired upon, and of these four were completely shattered, three received shrapnel hits and two were not hit. As no hitting percentage can be considered where the sleeve is completely shattered, let us consider the results on the days when the sleeves received shrapnel hits. A total of 329 rounds were fired on these days and 26 hits obtained, or one hit for every 12.7 rounds fired. The sleeve target tapered in diameter from 4 feet 2 inches to 2 feet 9 inches and was 13 feet 2 inches long, or a silhouette of about 46 square feet, which is about 15 square feet less than the normal anti-aircraft target. Considering the four shattered sleeves in addition to one hit for every 12.7 rounds fired, the results are far superior, I believe, to any obtained by any other organization of the same kind in the United States services.

The observation instruments used at the base end stations were constructed by the Anti-aircraft Company, and are very crude and inaccurate,

having an open sight and only one level, which makes it almost impossible to level them properly. It is believed by the writer that had the company been equipped with accurate instruments with telescopic sights, the hitting percentage would have been increased at least 50 per cent.

The next step in developing the anti-aircraft fire control is to construct observation instruments for the base end stations, which will give accurate readings to the plotting board for the tracking of the target, and I feel assured that when this is accomplished a still higher hitting percentage will be obtained.

The indirect and night fire by sound detection, for which the new board can also be used, is still in an early experimental stage, and cannot be improved upon until instruments have been devised whereby the plane can be accurately located by sound.

In conclusion the writer wishes to emphasize that the question of personnel for the Anti-aircraft Company is a very vital one. In addition to the ordinary duties of a Marine, the enlisted men must also be instructed in highly technical duties relating to anti-aircraft work, and unless the personnel is kept intact for at least two years it will be practically impossible to function properly, as no replacements of trained men can be obtained, due to the fact that it is the only organization of its kind in the Marine Corps.

FIRST RESERVE OFFICERS' TRAINING CAMP AT QUANTICO

BY CAPTAIN BERTRAND T. FAY, U.S.M.C.R.

THE first Officers' Training Camp of the new Marine Corps Reserve was held at the Marine Barracks, Quantico, Va., from June 14 to 29, 1926, with more than thirty reserve officers in attendance. The states represented by these officers were New York, Massachusetts, Illinois, Rhode Island, Michigan, Pennsylvania, Indiana, West Virginia, Ohio, Texas, Iowa, Maryland, Virginia and the District of Columbia. This was the largest number of reserve officers assembled since the creation of the new Marine Corps Reserve by Act of Congress July 1, 1925, and permitted for the first time the giving of group training.

During the same two weeks' period five organized companies of the Reserve also received their training at Quantico. These companies, which were limited to fifty men each, were composed very largely of college students and men who had previously served in the Corps, and were recruited in Boston, Rochester, Detroit and Philadelphia, the latter city sending two companies. They bore the numerical designations of 301st, 302nd, 306th, 305th and 309th companies respectively. The five companies were organized into a provisional battalion under their own officers, and while their training was conducted independent of that given the class of reserve officers, the programs of both units were coöordinated and reserve officers assigned to the battalion for instruction in troop movements of both a ceremonial and combat nature.

The training schedule was skillfully arranged to give the widest and most thorough instruction possible in the short time available. Instead of endeavoring to achieve perfection in a few subjects by concentrating on them during the two weeks' period, the student officers were taken rapidly, though thoroughly, through a wide course of instruction contemplated to serve as the groundwork for more detailed study through the new Correspondence Courses to be conducted by the Marine Corps School under the direction of Major Harold H. Utley, U.S.M.C. Practically all the reserve officers attending the first camp registered for the Correspondence Courses which are to start in September, 1926.

The program of training consisted of a series of lectures and practical demonstrations in the field. Special attention was given to the infantry weapons, all officers being instructed in the use of the bayonet, rifle, pistol, hand grenade, machine guns, 37-mm. Howitzers and the three-inch Stokes Mortar battery. Running the bayonet course—which came first on the program every morning—seemed to be most popular. Reporting at the course at 7 A.M., after a brisk walk of some distance from quarters, then going through the strenuous task of running the course in an attempt to make record time, was found by the officers to be a splendid conditioner, especially for those whose

civilian occupations require little physical exertion. The interest they took in this particular phase of the instruction is perhaps best reflected in the fact that of the sixteen officers who ran the course for record, eleven qualified as expert bayonetmen, one officer running the course with 100 per cent. rating, thus becoming one of the three who have made this perfect mark since the course was established at Quantico. A good percentage likewise qualified with the rifle and pistol. There was not sufficient time to work for record with the machine guns and howitzers, but the aptitude shown by the officers in the handling of these weapons brought forth commendation from their instructors.

Major General Eli K. Cole, Commanding General at Quantico and under whose direction the training was given, exercised a keen personal interest in the camp and frequently visited the various classes to observe at first hand the progress of the student officers. Early in the training period he delivered a splendid address in the Post Gymnasium to the entire reserve personnel on the "History and Traditions of the Marine Corps." Other lectures were given by Lieutenant Commander Walter A. Vogelsang, U.S.N., on "Camp Sanitation and Personal Hygiene," by Captain Prentice S. Geer, U.S.M.C., on "Military Character," and by Major Oliver Floyd, U.S.M.C., on "Landing Force Party in Service with the Navy." Classes in combat principles were conducted by Captain Geer, and the Map Course by Sergeant Tobey. Lieutenant Commander Vogelsang's lecture was "illustrated" in a novel manner by the use of a "good" and "bad" Marine, two enlisted men graphically portraying in their own persons the meaning of personal hygiene. The lecture was not only highly instructive, but the "illustrations" held the close interest of the men and the antics of the "bad" Marine were the source of considerable amusement. At the completion of his address Lieutenant Commander Vogelsang took pains to explain that his model "bad" Marine was a really very good one.

At the conclusion of the first week's training, the battalion and the reserve officers' class were reviewed and inspected by Brigadier General Logan Feland. Leave was granted all officers from Friday evening to Monday morning and many took advantage of the opportunity to visit Washington and other nearby points of interest. Arrangements were also made for a visit to Brown Field and permission was granted for reserve officers to take flights, many taking advantage of the opportunity to do so.

One of the most interesting events in the course of instruction was the visit during the second week of training of the Major General Commandant accompanied by a delegation of Congressmen in which were included representatives from the home towns of the reserve companies. The party was received at the entrance to the Post by Major General Cole and his staff and the class of reserve officers. The Reserve Battalion, headed by the Post Band, was drawn up at attention in Transportation Avenue and rendered the appropriate honors. Each officer was personally presented to Major General Lejeune and the Congressional delegation. Later the Major General Commandant and his guests witnessed a demonstration by the Reserve Battalion of an attack upon an imaginary enemy with warlike conditions simulated and

live ammunition fired. Two rifle companies made up the assault echelon, with two companies in reserve, and the fifth company, equipped with machine guns and howitzers, and augmented by the reserve officers' class, supported the advance. The complete manœuvre was handled exclusively by reserve officers and elicited the hearty congratulations of the Major General Commandant. Following the demonstration the Congressmen representing the home districts of the reserve companies had lunch in the mess of their respective organizations, while Major General Lejeune and the remainder of the congressional party were the guests of the Reserve Officers' Mess.

The splendid spirit of enthusiasm, coöperation and good fellowship which prevailed throughout the encampment was manifested at the close of the training period when the reserve officers tendered a dinner at the Officers' Club in honor of Major General Cole and at which all the instructors and other regular officers connected with the camp were guests. General Cole spoke of the work of the Marine Corps and of its relation to the Reserve, and expressed his gratification over the success of the first encampment. He concluded his talk with amusing stories of his long service in the Corps. Lieutenant Colonel J. J. Meade, of the Reserve Section at Headquarters in Washington, gave an interesting talk on the reserve movement in the Corps and its plans for the future. He urged upon all officers a continuity throughout the year of the interest they displayed in the organization while in Camp. Captain Philip de Ronde, U.S.M.C.R., was a delightful toastmaster and called upon both regular and reserve officers, all of whom responded in humorous vein. The hospitality of the reserve officers was returned by the regulars on the last night of the encampment with a farewell dinner at the Holly Tree Inn on the Quantico-Fredericksburg Road, following which dancing was enjoyed at the Officers' Club.

A great deal of credit for the success of the training period is due Captain Victor F. Bleasdale, U.S.M.C., who was commanding officer of the Reserve Camp, and to the other officers of the regular service who assisted him. Captain Samuel C. Cummings, U.S.M.C., Captain William A. Worton, U.S.M.C., Captain Galen M. Sturgis, U.S.M.C., Captain John T. Walker, U.S.M.C., Captain John Groff, U.S.M.C., Captain Donald S. Kendall, U.S.M.C., and First Lieutenant Richard Livingston, U.S.M.C., served as instructors to the reserve companies. Captain Prentice S. Geer, U.S.M.C., and Lieutenant Everett H. Clark, U.S.M.C., had charge of the instruction of the officers' class. Special mention is also due Sergeant Stone, U.S.M.C., Sergeant Tobey, U.S.M.C., and the other noncommissioned officers of the Infantry Weapon School for the interest and enthusiasm displayed by them in the various classes which they conducted.

The reserve officers were comfortably quartered in barracks buildings and conducted their own mess with First Lieutenant Ralph C. Alburger, U.S.M.C., as Mess Officer. The food and service met with unanimous approval. Captain J. J. Staley, U.S.M.C.R., assigned to the Reserve Section at Headquarters in Washington, made it a point to visit camp nearly every day and was very helpful to the reserve officers in attending to many details incidental to their

stay at Quantico. In addition to serving as a general information bureau, Captain Staley rendered valuable service of a personal nature to many officers who were obliged to keep in close touch with their civilian business interests.

The two weeks slipped by with incredible rapidity without a single hitch to mar the encampment and all officers were unanimous in declaring the training period a splendid success, not only from the standpoint of the increased professional knowledge gained, but from the physical benefits derived, the recreational features enjoyed, and the good fellowship which prevailed.

MARINE AVIATION

A LECTURE

BY MAJOR EDWIN H. BRAINARD, U.S.M.C.

IN MY talk to you this afternoon I am going to try and present a picture of Marine Aviation, its mission and how it should function as a part of the Marine Corps. Of course, you have a general idea of aviation and what the term implies when used in connection with either the Army or Navy. However, Marine Corps Aviation is somewhat different, because it has more or less a dual personality. It has to be trained to operate with the Navy, when its primary mission is with the Navy, and also with the Army, when land operations predominate and the Marine Corps is assigned to the Army. While its personnel are Marines, the matériel comes from the Navy, and, as can easily be imagined, the Navy is not especially desirous of furnishing us with equipment that trains us along Army lines, and as a result we are often badly handicapped.

Perhaps it would not be amiss to give you an idea of the organization of Marine Corps Aviation. It is organized along Navy lines, with the division as the administrative unit and the squadron as the tactical unit. In order to have an organization capable of large expansion in time of emergency, the peace-time squadrons are only one-third their war strength, *i.e.*, one division active and two inactive. A division consists of seventy-five enlisted men and ten commissioned officers. This gives the nucleus around which to recruit the two inactive divisions, and the addition of a squadron commander and staff gives a war strength unit which should be fairly efficient and capable of shortly performing any task. A division consists of six planes active and three in reserve. Therefore, a full strength squadron has eighteen active planes and nine in reserve, and in addition two planes attached to squadron headquarters and one transport. The present Marine Corps organization consists of four VO's—one VS—three VF, all on a peace basis, and in addition one SS and one balloon squadron. The SS is comparable to a service company in the line. It has in it the mechanics for major overhaul, machine-shop personnel, blacksmiths, carpenters, metalsmiths, etc., and consists of 150 men and four officers. The organization has the same strength in peace as in war. The balloon squadron consists of one active section, twenty-five men and two officers, and one inactive. There are two kite balloons to a squadron. This gives you an idea of the present organization of Marine Corps Aviation and now we will take up in detail what each kind of organization is capable of doing and then how these organizations should function and coöperate with the Marine Corps as a whole.

First let us consider observation aviation. As the word implies, the main function of this type is to observe, but the point is to know what to observe and where.

As you know from your own experience and from your work here in the school, information is of paramount importance in any military movement, whether large or small, and the fellow who has the most reliable information has a big advantage over his opponent. Not many years ago the military commander was dependent on his agents acting under cover in enemy territory, his cavalry, his patrols, friendly inhabitants, etc., for information, and very often he was compelled to base his plan of action on very meager information, as far as the enemy's strength, disposition, resources, reserves, supplies, line of communication, etc., were concerned. But to-day, with an observation aviation squadron attached, all of this information is his for the asking, provided it is well trained and intelligently used. A reconnaissance plane is capable of a speed of 140 miles an hour and has a gas capacity of five hours. It is manned by a pilot and trained observer who can read maps, knows what different bodies of troops look like on the march, in bivouac or in battle line, and can bring back invaluable information within a 350-mile radius. If the military situation is more or less stabilized, then the observer can utilize photography for gaining additional information, and careful study by experts of aerial photographs taken at 10,000 feet and above give much valuable information. This type of work might be termed distant reconnaissance. In addition to this, observation planes are used extensively to keep the higher command informed as to the movement and location of his front lines and for communication with his regimental and battalion commanders. This information is available in a few minutes, whereas if he were dependent on runners and wire communications it would be hours old and very likely the situation would be altogether different by the time it was received. Then there is the artillery fire adjustment. It is often very difficult or impossible to obtain observed fire, particularly at long ranges, and if observation is impossible, immense quantities of ammunition must be expended in order to gain any results, whereas an observer from a plane can accomplish the mission in short order.

In any military operation the kind of information required is of the same general character regardless of whether we are operating against a powerful, well-equipped enemy and the operations are on a gigantic scale or whether it is a small bushwhacking affair against native forces. However, the ease or difficulty with which this information is obtained depends on the enemy and it naturally follows that your information is going to be dependent on the skill of your aviation force, its strength, the strength of the enemy in aviation, and the coöperation given it by the other units of the force. All the information I have enumerated above is easily available when operating against a poorly equipped enemy and it is also available, but at higher cost in casualties, against a well-equipped and equally forceful enemy. Everything then being dependent on the aviation available and its skill, the way it is used, and the coöperation of the other forces.

Another mission that Marine Corps Aviation requires of its observation squadrons is light bombardment. This type of work would not probably be used to any great extent in a major engagement against an equal enemy, as reconnaissance and observation would keep the unit fully engaged and bom-

bardment aviation would be available, but observation planes are capable of carrying 300 pounds of bombs and under some conditions these could be very effectively used.

Now let us consider fighting aviation: The primary mission of this type is to gain and keep control of the air in given sectors in order that our other aviation activities may function with as little interference as possible, and also to deny to the enemy the very things concerning us that we are seeking concerning him. Due to the expanse of the air, it is never possible to hold supremacy of the air everywhere and usually air supremacy is only attempted in certain sectors where some military movement of importance is about to take place. At present fighting or pursuit aviation consists of small, very fast single-seater planes, armed with two fixed machine guns, one of 50 calibre and one of 30 calibre. They have a speed of 170 miles an hour, a gas capacity of three hours and can operate at 20,000 feet or more. While their main mission is to engage and destroy or drive off all enemy aviation, they also act as protection for other types of aviation, particularly bombardment, enabling them to carry out their mission. Pursuit aviation is also used under certain conditions for straying troops on the march or in position, by means of machine-gun fire and small fragmentary bombs dropped at low altitude. When engaged in this type of work they depend on their tremendous speed, manœuvre ability and utilization of ground features for protection. These planes can swoop down at a speed of 250 to 300 miles an hour to within 200 or 300 feet of the ground, deliver their fire, drop their bombs and be gone in less than a minute. For example, assume that a body of troops is on the march on a road. A pursuit plane of the present type can start at an altitude of 10,000 feet over a point two miles from the troops, pass within a few hundred feet and go two miles beyond within the space of a minute, maintaining accurate fire from the moment it reaches an 800-yard range and continuing this fire until it reaches the point directly above the objective where fragmentation bombs are released. There were several instances of pursuit aviation being used in this manner during the World War, and while the losses were heavy, there is no doubt the results gained justified them, and our present pursuit ships are equipped for carrying bombs and the pilots are trained for this type of work.

The balloon squadron is used purely for observation and usually for artillery fire control. They are, of course, of the captive type and must have good visibility in order to be effectively used. They are usually operated from positions well in rear of the lines and at a height of 1,000 to 3,000 feet, depending on visibility, position of targets, area to be observed, etc. While artillery observation is very successful from balloons in good weather, due to better communication, the opportunity for using this kind of observation is limited.

Having given you a general picture of what may be expected of aviation when the maximum results are obtained, I am now going to try and give you my ideas as to how Marine Corps Aviation can best be employed with Marine Corps activities.

As you all know, the paramount reason for the Marine Corps is to assist the Navy in any and all ways on whatever mission the Navy undertakes.

While it is perfectly true that the Marine Corps does not always do this, and the World War is an example, still that is why there is a Marine Corps and we should work with that end in view. All our training and war plans are based on the idea that the Marine Corps will act as an advance base force to seize and hold an advance base from which the Navy can operate against the enemy. One of the first requisites of an advance base force is that it must be mobile, and for that reason our aviation has been organized without any heavy bombardment, not because such unit would not be useful, but because the size and weight of the planes required for this work would greatly reduce mobility. According to my line of reasoning, in any war with a major force our fleet is going to be fully occupied and the advance base force will have to depend on the second line ships, or even the train, for assistance (gun fire) in seizing an advance base and use its own aviation for its information, protection from attack from the air and assistance in holding the base after seizure. I do not believe that the commander-in-chief is going to detach any first line carrier for this duty and for that reason Marine Corps Aviation is of paramount importance in the force. It also seems self-evident that there would be far better coöperation and results if the Marine force had Marine aviators rather than some Naval unit temporarily attached. I have already enumerated in general terms what duties could be expected of aviation and both observation and fighting squadrons would be part of the force. It is also my idea that this aviation force should operate from a small carrier, due to the fact that if aviation units are transported by transport they cannot become operative until after the base is taken, planes landed, a field cleared and planes set up, a matter of from one to several days, during which time the force commander is either without aerial reconnaissance and protection or is dependent on such aviators as can be spared from the fleet. On the other hand, if the force has its own carrier, the planes are immediately available and can take their place in the general plan of attack, operating from the carrier until a landing has been effected and a suitable landing field established. Also the carrier would act as a repair depot, machine shop, motor overhaul, etc., which due to the permanent nature of the installation would give far superior results to any temporary shops that could be established ashore. Aside from furnishing transportation for the planes, the carrier would also carry all other aviation equipment and the personnel as well.

For operations against a less prepared enemy, similar to the usual Marine Corps expeditions, we are now working on a type of plane called an amphibian, which is capable of operating for either land or water, is easily assembled and would not need a carrier to operate from. If this plane is successful, and present developments seem to indicate that it will be, it could be shipped on a transport assembled, less the wings, these could be put on on deck and the plane hoisted over the side ready for work in a couple of hours. This type of plane is particularly promising for expeditionary work if developed along the line of attack aviation. Perhaps a few words as to what attack aviation is will not be amiss. It is the newest use to which aviation has been put and gives promise of greatly expanding the usefulness of this new branch

of the service. The attack plane is a two-seater similar to the observation type, but in place of observation equipment, such as radio, camera, etc., every pound of weight up to the capacity of the plane is utilized for machine guns and bombs. Besides the two fixed guns and the two free guns, one or more fixed machine guns are mounted on each lower wing and in addition bomb racks are provided for ten twenty-five-pound high explosive bombs. The mission of the plane is to approach its objective, such as troops on the march, strong points, bivouacs and in fact any sensitive points, flying at a low altitude, utilizing the features of the ground for cover, and attack the objective with as much of the element of surprise as possible. The machine guns are used first, to keep down the enemy fire, and then the bombs are dropped. Continued experiments and practice have shown that remarkable results can be expected from this sort of attack, particularly with troops on the march. It is our idea to use our amphibians for this class of work and I am certain that a landing of troops could be covered with a squadron of planes of this type very successfully, and the average enemy met in our expeditionary work would never hold to meet such an attack.

As I mentioned at the beginning, Marine Corps Aviation has a dual rôle and the old saw of "soldier and sailor too" is quite as applicable to Marine Aviation, for operating with an advance base force would require use of sea and land planes, spotting over water and land, sea reconnaissance as well as land, operating from a carrier and from a shore station. In fact, a Marine aviator must be trained both as a Naval aviator and as an Army aviator. We endeavor to meet these requirements by having all our student aviators take their primary training at the Naval training school. This gives those that pass successfully their designation as Naval aviators and, while they are fairly proficient as seaplane pilots, they know very little about land-plane work. This part of their education is gradually acquired from experience, as at the present time most of our work is with the land-plane type. Later on their training is rounded out with a course at an Army advanced school, so that in the end they are proficient pilots in land-plane work and have all the rudimentary training for Naval work. As soon as the new Naval carriers are put in commission, it is hoped that we will have Marine Corps Aviation furnish a part of their complement, so that we shall then be proficient in all Naval work as well, and can work with either branch of the service.

And now I would like to point out a few facts regarding the use of aviation and the coöperation that is necessary to get results. I have already told you what can be expected from aviation when it is functioning 100 per cent., but this unfortunately does not always happen. Of course, the higher the efficiency of an aviation unit the better the results, but high efficiency is not always attained, particularly in time of rapid expansion. To obtain maximum results, aviation and the troops with whom it operates should be closely associated and know each other, as well as have a thorough general knowledge of each other's work. When an observation plane takes the air to gain information of the location of our own front lines, it is quite obvious that its mission will fail unless the ground troops coöperate and show their marking panels on

signal from the plane. The same holds for command posts. Also, in displaying panels, care must be taken to put them where they can be seen. It sounds rather foolish to say that anyone would display a panel where it could not be seen, but such is often the case. I have seen white panels displayed on a white road, and again under a nearby tree, and in many other ways which made the panel useless, when a little intelligent thought would have obviated this. When a plane takes the air for artillery observation, everything must be ready to proceed with the adjustment and the line of communication must have right of way, otherwise the plane may be driven off by the enemy while waiting, or his time in the air may require him to return before his mission is finished. These instances are only two of many that can arise due to lack of coöperation.

I firmly believe that every officer should consider it part of his military education to have a general knowledge of the powers and limitations of aviation. You can study it in a book and you can listen to what people say, but both these sources are apt to be biased, according to whether the fellow who wrote the book or did the talking was an aviator or a ground man. There are a few enthusiastic aviators who claim everything for aviation and would relegate the other branches of the service to the scrap heap, and then again we have the dyed-in-the-wool old-timer who will not admit that aviation has any use except to furnish a bunch of temperamental, highly paid, undisciplined youngsters who are a menace to any military organization. Needless to say, neither is right. The time has not yet come when the foot soldier will not be required to gain the final decision. Aviation has its uses, the same as artillery, machine guns, cavalry, engineers, etc., and when intelligently used can be of great assistance. The way to use it intelligently is to know something about it. Go up yourself and learn what disadvantages the aviator works under, see how necessary it is for coöperation from the ground, and also see what advantages can accrue when this force is used properly.

Marine Aviation is not being developed as a separate branch of the service that considers itself too good to do anything else. Unlike the Army Air Service, we do not aspire or want to be separated from the line or to be considered as anything but regular Marines. We do desire to be efficient and believe that in order to accomplish this it is necessary to specialize to a great extent. As it takes 500 hours in the air to make an average pilot, we necessarily have to devote the major portion of our time to aviation duty. When there are applications enough to fill up the quota allowed for this duty and take care of the attrition, from casualties and other causes, then some sort of detail can probably be established, so that part, at least, of the officers in aviation can return to line duty, either permanently or for a long enough period to get up in their regular duties. To obtain the best results, some part of the personnel will have to be more or less permanently assigned to aviation duty in order to keep step with the advancement of aviation and keep our force up to the mark. If these officers have had long previous line experience and keep abreast of their profession by study and schooling, there is no reason why they should not be as efficient senior officers as the average in the line.

From what I have said you will undoubtedly decide that I am neither for a separate air service nor a corps idea, and from a Marine Corps point of view I am not. In either case the Marine Corps would lose its own aviation and be dependent on the Department of Air or the Aviation Corps of the Navy for its aviators. Not only that, but those of us who desired to remain on this duty would have to leave the Marine Corps. From a strictly professional point of view, either solution would be for a better development of aviation and theoretically, at least, either should work out satisfactorily. From a practical standpoint, however, I very much doubt if it would, due to jealousies and lack of coöperation between the services in the case of a separate air service and to the questions of command where the Corps idea is concerned. From a purely Marine Corps point of view, the ideal solution would be a Marine Corps aviation unit with its own approximations handled by the Quartermaster. But of course the trend of the time is unification instead of separation, and all we can do is to go on with our dual rôle of personnel from one service and matériel from another, and try to recruit our pilots in spite of the numerous obstacles and get our planes from a source that hasn't nearly enough to go around.

In closing let me say that Marine Corps Aviation is striving to be efficient and meet every requirement that is made of it, but it needs your support and help, and don't overlook the fact that it is laboring under many disadvantages.

AN ECHO FROM THE PAST

THE present-day Marine officers are acquainted with the fact that there is a tendency exhibited by a certain class of the public toward the reduction of the amounts of public funds expended for naval and military protection. A majority of the people of the country, including those serving in the military and naval establishments, are always in favor of reduction in taxation, and this is a laudable desire, especially when we consider the ever-mounting "high cost of living."

In former times the system followed, if there was anything that could be called a system, was for the Congress to appropriate the moneys for every project which the majority backed regardless of any careful consideration of the revenues of the Government. This resulted in extravagance and in many cases in absolute waste of Government funds. The Budget System at present in force has done much to stop this extravagance and waste and has reduced to a system the management of the business of Government. Under the Budget System each of the many departments of the Government is supposed to get its reasonable and just share of the available assets of the country for the current year and under this system the receipts are made to meet the expenditures.

Every war in which the United States has embarked has found us unprepared to meet the emergency and the result has been a vast expenditure of money for rapid preparation for war, much of which might have been avoided if a consistent military and naval policy of preparedness had been devised and adhered to in times of peace. We have now come nearer to this ideal than at any time in the history of the country, but the pressure for a reduction of the naval and military forces in the interests of economy is still heavy and has to be met by consistent and constant planning in accordance with a policy which will give the best returns to the country for the moneys appropriated for defense preparedness.

After every war in which the country has taken part there has been a great reduction in the military and naval establishments, and the most notable example of this was when, after the War of the Revolution, these services were practically abolished. After the War of 1812, great reductions were made in the forces and a constant pressure was exerted toward still further reduction.

In 1817, B. W. Crowninshield was Secretary of the Navy and Congressman Samuel McKee, of New Hampshire, was Chairman of the House Committee which had charge of military and naval affairs in the Congress. Recently one of the descendants of Samuel McKee found some of his papers in the attic of an old house in the town of Amherst, New Hampshire, and as some of the letters in this old file show the efforts of Congress to reduce the naval service and effect a saving of expenditures for the pay of officers

of the Navy and Marine Corps they are reproduced here as they may prove of interest to our readers. After reading them the old adage, "There is nothing new under the sun," naturally comes to mind.

WASHINGTON CITY,
February 8, 1817.

SIR:

In your letter of the 5th instant, you assign to the Colonel Commandant of the Marine Corps duties which must require the attention of a commanding officer of higher rank than a Captain. But the Committee are not satisfied that the discharge of those duties could require more than one commanding Officer. I am, therefore, instructed by the Committee to ask you what injury could result to the public, by dismissing two of the commanding officers of the Marine Corps, and your answer will of course contain a specification of the duties performed by the three commanding officers and the reason for retaining them in service.

Your answer will be expected as soon as possible.

Respectfully, your obt.,
SAM'L. MCKEE.

NAVY DEPARTMENT,
February 5, 1817.

SIR:

In compliance with your request of the 28th Ult. covering a Copy of sundry Resolutions of the House of Representatives, I have the honor to reply to the first query, "What pay and emoluments are allowed to a Purser of the Navy, when on furlough, or during the time he is not in actual Service?" that a Purser in the Navy is allowed one-half his monthly pay, *viz.*, twenty dollars per month, when on furlough, or during the time he is not under orders for actual Service.

To the second query, "What is the advance, or per cent., which the Purzers of the Navy are allowed to charge on the goods, etc., sold by them to the Sailors and Ships' Company?" I have the honor to state that the Purzers are allowed an advance of five percentum on the first cost of all public store clothing, issued to the officers and seamen of a vessel or station, to which they may be attached; twenty-five percentum on private stores, being articles of second necessity; and fifty percentum upon articles of luxury.

As respects the third query of the Honorable Committee, *viz.*, "What are the duties performed by the Colonel of Marines, and what is the whole amount of his pay and emoluments?" I beg leave to reply that the general duties of the Lieutenant Colonel Commandant of the Marine Corps are similar to those of a Colonel in the Army, or a Commanding Officer of a Post or Garrison, having to attend to the whole organization of the Corps, the direction of the duties of the Staff, and the detailing of all Officers and Detachments for service; a corps consisting of upwards of *one thousand men*, must necessarily have a Commanding Officer, and the Rank of Lieutenant Colonel is not adequate to the extent of the Command, and the responsibility attached thereto. The special duties, devolving on the Commandant of the Corps, are so multifarious, that a detail of them cannot be stated within the limits of this Report. The pay and emoluments of the Lieutenant Colonel Commandant of the Marine Corps, are seventy-five dollars per month, and twelve rations per day; with an allowance of twelve dollars per month for forage and ten dollars per month for wood.

All which is respectfully submitted.

B. W. CROWNINSHIELD.

The Honble. Samuel McKee,
Chairman, Committee, etc.,
House Representatives.

NAVY DEPARTMENT,
February 11, 1817.

SIR:

In compliance with your request of this day relative to a Bill reported to the Honorable House of Representatives, "To provide for the prompt settlement of public accounts," I have no hesitation in saying that the pay of Midshipmen is inadequate to the support of that class of officers and ought rather to be increased than diminished, unless the Naval officers are regularly initiated into their duties and kept in service to qualify themselves for progressive improvement and promotion, the Navy of the United States will not sustain the character which has been heretofore established, and I will further observe that to the previous service and discipline of our young officers we are indebted for the brilliant achievements of the late War, as many of the most prominent were but Midshipmen in the War against Tripoli.

As respects the Purasers, I admit that when their services are not wanted, they ought not to receive pay, as their duties do not depend upon nautical experience.

The medical staff of the Army, I conceive has no relation to the Navy.

I have the honor to be,

Very respectfully,
Your obedt. serv.,

B. W. CROWNINSHIELD.

Hon. Saml. McKee,
Chairman Committee, etc.,
House of Representatives.

NAVY DEPARTMENT,
February 11, 1817.

SIR:

I have the honour to reply to your letter of the 8th instant, in relation to the duties of the Lieutenant Commandant of the Marine Corps.

I beg leave to refer you to the several Acts of Congress, for organizing, increasing and fixing the compensation, pay, etc., of the Officers of the Marine Corps, and, also, to the Act for the better Government of the Navy of the United States.

The duties assigned to the Lieut. Col. Commandant and the Staff of the Marine Corps have been authorized by different Acts of Congress, and have existed long previously to my appointment to the Navy Department.

I had the honour of stating to the Committee of which you are Chairman, in my Report of the 5th instant, the actual pay and emoluments of the Lt. Col. Commandant, as heretofore established; and that the Command of the Marine Corps, composed of one thousand men, required an organization equal to the present establishment; it therefore rests with Congress, to decide upon the expediency of continuing that Corps upon its present establishment, or of taking such other measures, in relation to it, as in their wisdom shall be deemed proper.

I have the honour to be,

With great respect, Sir,
Your most Ob. Servant,

B. W. CROWNINSHIELD.

Honble. Samuel McKee,
Chairman of a Committee, etc.,
House of Representatives.

As the above quoted letters state, the Marine Corps of 1817 consisted of one thousand enlisted men under the command of a Lieutenant Colonel Commandant, and there was one additional Lieutenant Colonel. The Chairman of the House Committee appears to have thought that one or both of

these Lieutenant Colonels could be dispensed with in the interests of economy, but Secretary Crowninshield differed from this view and stated in his reply to the Chairman that the rank of the Commandant was not high enough to be commensurate with the duties performed by him.

At the present time when we all find it difficult to make our personal "budget balance" at the end of each successive month when the bills come in, it is of interest to note that in 1817 the Lieutenant Colonel Commandant received the magnificent sum of seventy-five dollars per month as pay and that his allowances consisted of twelve rations per day and twelve dollars per month for forage and ten dollars per month for fire wood. The value of the ration of that day was about nine cents per day instead of the fifty-six cents that it costs today. As the Lieutenant Colonel Commandant was allowed three suitable mounts (at his own expense) horse feed must have been rather cheap according to present-day standards.

The Lieutenant Colonel Commandant of 1817 occupied the same house that is now occupied by our Major General Commandant and this causes us to wonder how far ten dollars per month would go toward heating the old Commandant's House under modern conditions.

LIVING CONDITIONS IN THE MARINE CORPS

(CONTINUED)

FOR the information of officers who have not seen the March and June issues of the GAZETTE, the questionnaire of living conditions at shore stations mailed to post commanders is reprinted and is as follows:

Are quarters available to all officers? If not, to how many?

Are quarters satisfactory?

What kind of living conditions can be obtained for those officers, if any, who are not assigned to quarters?

What are the average rents for such accommodations?

Can capable servants be obtained? What is the usual rate of wages?

Are food costs high, moderate, or low? Is there a Government commissary from which food can be bought?

Can articles of clothing be obtained locally for both officers and their families?

Is the climate healthful?

What household equipment should a married officer take with him if ordered to this station?

As stated in the March issue, the questions as to whether clothing can be purchased locally and the household equipment married officers should take with them are intended principally for the benefit of officers assigned to tropical stations and will not be answered for stations in the United States unless there are special reasons for so doing.

FIRST BRIGADE, U. S. MARINES, HAITI

There are two Marine posts in Haiti, Port-au-Prince, and Cape Haitien.

POR-TAU-PRINCE

There are no Government quarters available in Port-au-Prince. All officers rent from Haitian landowners. Houses are satisfactory in the majority of cases. At the present time all houses occupied by members of the occupation are equipped with electric lights and running water, and some have inside toilets. Sometimes occupants of houses without inside toilets can, by arrangement with their landlords, install modern toilet facilities and other modern improvements, the expense being taken out of the rent.

Different types of houses can be obtained, such as two-story and bungalow types, both having servants' quarters and a garage. The rents of houses range from \$50.00 to \$90.00 per month and bungalows average about \$40.00 per month. Those taken on a yearly lease can be easily disposed of and a clause can be included releasing the tenant upon detachment.

Most rents are monthly, payable in advance, and a month's notice to the landlord is required before the occupant vacates. Also three months' notice

is required by Haitien law to the tenant before he need vacate. Practically all houses have basins or outdoor swimming pools with fresh cold water. The water situation in Port-au-Prince at the present time is good, as water in some places can be obtained for twenty-four hours and at other places for twelve hours.

Hotel accommodations can be obtained at daily or monthly rates, daily rates ranging from \$3.00 to \$4.00, and monthly from \$60.00 to \$75.00.

The best hotels in Port-au-Prince are the Hotel Montagne, American, Morin's Pension, and the Vendome. These hotels cater to Americans exclusively.

Fairly good Haitien servants can be obtained. These include a cook, laundress, butler and yard boy, and sometimes a maid. Wages should not exceed \$8.00 per month for the cook and \$5.00 to \$6.00 each per month for the others. In addition they each receive a monthly allowance of \$3.00 for food which they buy and cook themselves. Laundry work is performed on the premises and is usually done well except that many clothes are slightly but permanently stained. The yard boy's duties are to clean the yard, basin, oil floors, clean shoes, etc., and run errands.

Haitien food products, such as vegetables, fruits, eggs, poultry, fish and native meat can be obtained at a very low cost. Native meat is of fair quality. The Brigade Sales Commissary carries a good stock of canned and staple articles and in addition procures some meats, fresh vegetables and fresh butter from the United States two or three times a month at a moderate cost. Also the Brigade bakery furnishes excellent bread, cakes, pies, etc., at reasonable prices. Ice is delivered daily by the Quartermaster Department and is very expensive. The Brigade Quartermaster furnishes gasoline and oil at a reasonable price—gasoline in the vicinity of seventeen cents and oil at seven cents per gallon. Good bread and good pastry may also be purchased at native bakeries at a reasonable price. A limited amount of fresh milk (for babies only) can be obtained.

The American school at Port-au-Prince has three excellent teachers and children can be kept well up on their studies. The term commences about September 10th and ends around June 1st; hours are 8:30 to 12:30 with a recess. Rates, \$12.00 per month for officers' children and \$10.00 per month for enlisted men's children.

The American Club at Port-au-Prince has a building in town with dance facilities and dances weekly, and tennis courts; also an annex at Cote Plage, four miles distant, with bathing beach, raft, and dressing rooms. Teas are served every Sunday afternoon.

The Port-au-Prince golf club has a course of nine holes at Bowen Field.

Horses and ponies can be purchased at from \$30.00 to \$40.00 each and cheaply maintained. There are many good riding trails in the vicinity of each post. There is good hunting, according to season. Moving pictures are shown every night in the week at the Marine Barracks.

Haiti from the standpoint of health is all that can be desired in a tropical country. The summer months, while usually very warm during the hours

from 9:00 A.M. to 6:30 P.M. are quite pleasant, the cool nights compensating for the warm days.

The rainfall is heavy during the rainy season but due to the rolling character of the country, rapid drainage is effected and only occasional pools are formed.

Quoting from the Annual Report of the Surgeon General U. S. Navy, "A few years ago a large proportion of all cases of malaria among Navy and Marine Corps personnel resulted from exposure either in Haiti or Santo Domingo, and the prevalence of the disease in that island was largely responsible for a high admission rate for the entire Navy each year from 1916.

"In 1921, seventy-four per cent. of the cases which occurred in the Navy were among personnel stationed in Haiti or Santo Domingo; in 1922, sixty-two per cent.; in 1923, forty-six per cent., and in 1924, forty-three per cent. The reductions in these percentages were due to the gradual reduction in the strength of expeditionary forces maintained in both countries beginning in 1921. In 1922, conditions in both countries made it possible to withdraw Marines from certain outlying districts where they were heavily exposed to infection and to concentrate them in cities and towns or camp sites in and around which anti-malarial measures could be more effectively applied. Admission rates among the Marine Corps and Navy personnel in Haiti by years were as follows: 1921, 934.4 per 1000 per annum; 1922, 430.7 per 1000; 1923, 224.9 per 1000; 1924, 219.9 per 1000.

"In Haiti following a marked decrease in the admission rate in 1922 and again in 1923, there was but little further reduction in 1924, and it is possible that the incidence is about as low as can be expected under the existing conditions.

"During the year 1924, there were 138 admissions for dengue and 8 cases of bacillary dysentery were reported.

"During the year 1925, there were reported: 169 injuries, 309 cases of malaria, 9 bacillary dysentery, 52 dengue, 28 tonsillitis, 24 catarrhal fever and 49 cases Angina Vincent's."

Very little furniture should be brought to Haiti. Inexpensive dressers and bureaus should be brought, also mirrors, which are hard to get and expensive. Inexpensive china, glassware, table linen and silverware should be brought as the Haitien servants handle such articles very promiscuously and a high percentage of breakage generally occurs. Furniture, especially that of a wicker variety, should be brought if possible, otherwise Haitien furniture can be obtained at a reasonable price. Beds, ice boxes, and oil stoves should be brought as those articles are very expensive in Haiti.

Automobiles are quite a necessity in the Republic of Haiti, and members of the First Brigade are exempted from the customs duty on cars, but officers in the Gendarmerie, Public Works, and Sanitary Service are not so exempt.

Articles of clothing can be obtained locally for officers and their families, but cloth for women's clothes is expensive.

Khaki and white drill (English) are on sale at the Depot Quartermaster and the Gendarmerie Quartermaster.

Uniforms, with officers furnishing the goods, are quite well made by native tailors at a cost of about \$6.00 per uniform. The post exchanges carry Stetson hats, buttons, ornaments, hat cords, cordovan shoes and white shoes. All articles of ladies' and children's dress suitable for the tropics can be purchased or made in Haiti, although variety is lacking in some cases. The one exception is shoes, as the Haitien shoes are made on an unsatisfactory last and the prices are high for the quality obtained.

The prescribed uniforms necessary are khaki, with white undress for evening and other occasions. Officers should bring swords, and miniature medals. It is also advisable for officers to bring one winter field uniform or one civilian suit and overcoat in case they go north on leave or duty during the fall or winter.

CAPE HAITIEN

There are no quarters. Fair living accommodations can be obtained at average rents of \$35.00 per month. Capable servants cannot be obtained. The usual rates of wages for those employed is \$6.00 per month.

The cost of imported food is very high. Domestic food is cheap but of poor grade. There is a Government commissary.

Some articles of clothing can be purchased locally. The usual tropical uniforms are needed. There are no education facilities for children.

Excepting fever, the climate is considered healthful.

There are five tennis courts in the city. There is a golf course. Riding horses are not available.

Officers should take with them table ware, dishes, and table silver. Furniture and rather coarse china can be obtained locally. A refrigerator is necessary.

Heavy or bulky articles should not be taken as everything has to be unloaded on lighters to be gotten ashore.

MARINE BARRACKS, NAVAL TRAINING STATION, GREAT LAKES, ILL.

Officers assigned quarters consider them satisfactory. Average rents for outside accommodations run from \$75.00 to \$100.00 per month. Capable servants can be obtained, wages being about \$45.00 per month.

Food costs are moderate. There is a good Government commissary. All uniforms are needed. Educational facilities for children are excellent. Golf and tennis are available for officers and their families. The climate is healthful.

MARE ISLAND, CALIFORNIA

There are two posts here, the Marine Barracks, and the Naval Prison. Quarters are not available to all officers. The Commanding Officer is the only officer of the Prison Detachment who is assigned quarters. Quarters are reported satisfactory. The only accommodations for those officers not assigned quarters are at least two miles from the Barracks. Rents run from \$40.00 to \$65.00 for apartments. Houses are less. It is very difficult to obtain

capable servants. Wages are high and range from \$75.00 to \$100.00 per month. Food costs are moderate. There is a Naval commissary.

Winter field, blues, khaki, and mess jacket are needed. Colleges, high schools, and public schools are available for officers' children.

Golf, tennis and swimming can be had in the Navy Yard. The climate is healthful. The usual household equipment should be taken. An automobile is a great convenience.

MARINE BARRACKS, NAVY YARD, PUGET SOUND, WASHINGTON

Quarters are not available to all officers. There are seven sets: three single houses and one junior officers' building containing four sets. Living accommodations for those not assigned quarters are available at rents running from \$30.00 to \$60.00 for apartments and from \$45.00 to \$75.00 for houses. Capable servants are not always available. A general servant receives from \$45.00 to \$65.00 per month, cooks receive from \$30.00 to \$50.00. Food costs are average. There is a Government commissary.

Clothing can be purchased at Seattle. Officers need winter field and blue uniforms, and for a short period, khaki and whites.

Public and private schools are available for officers' children.

There are golf, tennis, and a swimming pool in the Navy Yard.

The climate is uncomfortable but not unhealthy. Rain and fog prevails except in June, July and August.

MARINE CORPS BASE, SAN DIEGO, CALIFORNIA

There are 103 officers attached to this post and five sets of quarters. Quarters are reported satisfactory by those who occupy them. Apartments, bungalows, hotels and boarding houses are available for those officers not assigned quarters. The average rent is \$60.00 per month. Servants are not plentiful; wages average \$60.00 per month. Cost of food is moderate. There is a Naval commissary which does not sell fresh vegetables.

Uniforms needed are winter field, blue service, mess dress, white and khaki. Educational facilities for children are excellent.

Recreational facilities are reported very good. The climate is said to be "unbeatable."

MARINE BARRACKS, N. A. D., PUGET SOUND, WASH.

One officer is stationed here who is assigned satisfactory quarters. Children must be transported by truck to school at Charleston.

Other questions are answered as for Marine Barracks. Navy Yard, Puget Sound.

MARINE BARRACKS, RECEIVING SHIP, D. B., SAN DIEGO, CALIF.

No quarters are available for officers attached to this detachment.

There is one tennis court at the Base. The Marine Detachment is building a nine-hole golf course.

Answers to other questions, same as for Marine Corps Base, San Diego, California.

MARINE BARRACKS, PACIFIC COAST TORPEDO STATION, KEYPORT, WASH.

One Marine officer is stationed here who is assigned comfortable quarters. It is difficult to obtain efficient servants. Country girls can be hired and trained; their wages usually being \$35.00 per month. Cost of food is moderate. A Government commissary is available.

Clothing can be purchased at Seattle, one and a half hours away by boat. All uniforms are needed.

There is a grammar school near the station and a high school five miles away.

Recreational facilities are available at the Navy Yard, Puget Sound, ten miles away by boat and nineteen miles away by automobile.

MARINE BARRACKS, NAVAL OPERATING BASE, PEARL HARBOR, T. H.

There are five very satisfactory sets of quarters, assigned to the commanding officer, second in command, adjutant, post quartermaster, and the post exchange officer. For those officers not assigned quarters very good accommodations can be obtained only by exceeding the rental allowance. These accommodations include apartments, hotels and cottages, furnished and unfurnished cottages and houses. Furnished houses rent from \$85.00 to \$150.00 per month. Unfurnished houses and cottages rent from \$40.00 to \$100.00 per month.

Wages for single servants are \$60.00 per month, for married couples, \$90.00 to \$100.00 per month. This includes laundry. The cost of food is about the same as on the mainland. There is a Naval commissary. Articles of clothing can be bought locally for both officers and their families. Khaki and whites, including white mess jacket, are needed. There are very good public schools. Private schools are available for advanced students.

Country club, golf course, and tennis courts are available. The usual articles of furniture for the household should be taken, dependent upon whether the officer expects to be assigned to quarters or to rent an unfurnished or a furnished house. Officers usually rent furnished houses. Excellent reed and wicker furniture can be bought locally at reasonable prices. An automobile is practically a necessity. As cars cost from \$250.00 to \$300.00 more than on the mainland, it is advisable to bring one if transportation is available. Touring cars are preferred to closed models, as there is very little rain.

The climate is healthful except to those who have a tendency to weak lungs.

MARINE BARRACKS, N. S., CAVITE, P. I.

Quarters are available for the commanding officer, the post quartermaster, two line officers and one warrant officer. They are reported as very old but habitable. There are no outside living accommodations in Cavite for married officers not assigned to quarters. Such officers must live in Manila. Bachelors

can sometimes get a room in Cavite. Apartments in Manila rent for P150 per month, rooms in Manila for P80 and rooms for bachelors in Cavite for P30. Capable servants can be obtained at the following rates of wages: cooks, 40 to 50 pesos; houseboys, 20 pesos; amahs, 20 to 30 pesos, and lavanderas, 20 to 30 pesos. These rates hold good for Filipinos; Chinese ask more.

Food costs are moderate. There is a Naval commissary in Cavite and an Army commissary in Manila. Officers can have tropical uniforms made by Chinese tailors. Ladies usually purchase dress good locally and have clothes made by dressmakers. This applies only to clothes suitable to this station. Officers need whites, khaki, and blue mess trousers. As they may be ordered to sea or to China, it is necessary to take all blue and winter field uniforms and overcoats along, since cold weather uniforms can not be made locally.

There is a Navy Yard school in Cavite for children up to fourteen years. There is a high school in Manila. Tennis and swimming are available in Cavite, golf and tennis in Manila.

The climate is considered healthful. No heavy furniture should be brought. Wicker can be obtained cheaply. Government quarters and apartments are furnished. Cooking utensils, china, and glassware should be taken. Glassware is very expensive. Ice boxes need not be brought.

NOTE.—One peso equals fifty cents.

MARINE BARRACKS, NAVAL STATION, OLONGAPO, P. I.

Satisfactory quarters are available for all officers. There are no educational facilities for children. There are tennis courts, a golf course, swimming, riding, hunting and fishing. The climate is healthful.

Answers to other questions are the same as for Cavite.

EDITORIAL

THE appointment at Headquarters of the Marine Corps of a Board of Officers to consider the questions of Personnel Legislation for the future with a view to determining upon a proposed system for promotion of officers which will tend to create a healthy flow of promotion, give the most deserving officers opportunity for promotion, and eliminate from the active list those who are the least efficient, brings to the forefront of discussion a subject which is always of vital interest to the officer personnel of the Corps.

The history of personnel legislation in the services is one of great interest and a brief résumé of its general features may be of interest as bearing upon the present problem. For many years in both the naval and military services the system of promotion by seniority was followed, except that in the Army promotion to the general officer's grade has always been by Presidential selection. For a long period after the founding of our nation there was no retirement of officers for age and many remained on the active list long after they were of any value to the service.

At the beginning of the Civil War the upper grades of the services were filled with old officers unfitted to take the field in active command of troops or to go to sea in command of squadrons of fighting ships. Experience soon demonstrated that younger and more active men must be placed in the important command positions and as these were selected as a result of their successes in action the general tone of the services improved to a marked degree.

After the Civil War and as a result of the experience derived therefrom laws were enacted which established a Retired List for age with reduced pay. The retirement age for the Army was fixed at sixty-four years while that for the Navy was fixed at sixty-two years. The Marine Corps by the terms of the statutes was governed in this respect by the Army laws.

After the Spanish-American War efforts were made in both the Army and the Navy to establish more systematic methods to give what was styled "a healthy flow of promotion." In the Navy a system of selection out was established by law, and pursuant to this law a board of Flag Officers met once each year and selected a certain number of officers from each of the higher grades to be retired in order to make way for the promotion of others who were to be retained on the active list. The proponents of this system had high hopes for it as a beneficial agent not only for securing "the healthy flow of promotion," but as a means of eliminating from the active service those who were manifestly unfit temperamentally or professionally for promotion.

Under this law the Navy retired a large number of officers, but the operation of the law had one great defect, the officers so selected out were upon retirement advanced one grade, and this operated to give a reward for inefficiency and also increased the cost of maintaining the retired list. The

advocates of this increased rank for the officers selected out claimed that it would soften the blow to the officers so eliminated from the active list and make them more resigned to their fate, but the government gained nothing from this provision of the act.

After the World War interest was again aroused in the question of Personnel Legislation. The Army secured the passage of a law which divided the officers into classes according to their records of service and general efficiency and providing for the elimination from the active list of those considered unfit. This resulted in a general revision of the officer personnel of the Army and the general result has been beneficial to the service.

In the Navy for some years after the passage of the selection out law the service appeared to be well satisfied with the operation of the system, but as time went on there were fewer and fewer officers left on the active list who could be correctly classified as unfit and the result was that many able officers had to be selected out to make up the required yearly quotas. This resulted in the passage of the present Navy Personnel law which in effect provides for promotion by selection up instead of selection out. To accomplish this a Board of Flag Officers meets every year and after carefully going over the records of the officers selects a number to be advanced to the next grade dependent upon the anticipated number of vacancies in that grade for the ensuing year. This law also established what is known as "age for grade retirement."

By this "age for grade retirement" feature of the law officers of the Navy in each grade are placed upon the retired list upon reaching a certain age for grade; the ages being for captains fifty-six years, for commanders fifty years, and for lieutenant commander forty-five. It is argued for this law that it promotes those best fitted to perform the duties of the next higher grade, eliminates those unfitted by reason of their age to perform the duties in the upper grades, gives a healthy flow of promotion, and ultimately clears the active list of the least fit for service. The objection raised to the operation of the system is that it gradually increases the retired list of inactives and thus increases the cost of maintaining the personnel of the Navy without a commensurate return in service rendered.

The Marine Corps was not included in the Army legislation which provided for the classification of the officers of the Army and the elimination of the unfit from the active list, and the terms of the Navy selection legislation did not apply to the Marine Corps. For several years efforts were made to secure legislation especially applying to the Marine Corps which would provide for a system of selection for promotion in the higher grades combined with age for grade retirement.

As a result of this the law of March 4, 1925, was enacted which established the system of "Eligibility Lists" and a modified age for grade retirement in the rank of colonel. It was intended that this law should be so enacted as to include in its operations the grades of colonel, lieutenant colonel and major, but as finally passed it applied only to the grade of colonel.

By the terms of this act a Board of General Officers meets once each

year and carefully scans the records of the entire list of colonels, line and staff. The board then makes eligibility lists containing the names of the officers whom the board considers eligible for promotion to the grade of Brigadier General. One such list is made for the Line, one list for the Adjutant and Inspector's Department, one for the Quartermaster Department and one for the Paymaster's Department. Any colonel whose name is not borne upon one of these eligibility lists is upon reaching the age of fifty-six years placed upon the retired list.

In its operation this law limits the selection of colonels to be promoted to any vacancy which may occur during the ensuing year to the officers whose names appear upon the appropriate eligibility list, effects the retirement upon the age for grade system of any colonel who is not considered by the board to be eligible for promotion to Brigadier General, and to a certain extent increases the flow of promotion.

The defect of the law is that it includes the grade of colonel only in its operation whereas it should extend to the grades of lieutenant colonel and major also to make it well balanced.

The operations of the present Navy Personnel law have not been found satisfactory and in the last session of the Congress a bill was introduced, known as the Britten Bill, which if enacted into law will establish a new system of promotion by selection for the Navy.

In general terms this bill provides that each year boards of officers shall be appointed to consider the lists of lieutenant's junior grade, lieutenants, lieutenant commanders, commanders and captains and make promotion lists in each grade of those selected for promotion, the number on each list to be determined by a system of requirement percentages. After any officer's name has once been placed upon one of these promotion lists it is not to be removed therefrom except for sufficient cause. After the lists have received the approval of the President all promotions to a next higher grade are made therefrom. It is provided that any lieutenant junior grade whose name is not on the promotion list shall receive two years' pay and be transferred to the Reserve for seven years, during which time he shall receive one-sixth of the pay of his grade and after which he shall be discharged. In the similar case of lieutenants the officer receives three years' pay, is transferred to the Reserve for seven years, during which he receives one-third the pay of his grade and is then discharged.

Lieutenant commanders, commanders and captains whose names do not appear upon the promotion lists shall after twenty-one, twenty-eight, and thirty-five years' service respectively, be placed upon the retired list with a retired pay equal to two and one-half per cent. for each year's service, the total not to exceed seventy-five per cent.

It is argued for this bill that it will protect the government by securing the promotion of the best fitted officers, stimulate efficiency in all grades, eliminate the unfit from all grades, and result in an actual saving in pay of officers on the retired list by the discharge feature for the lower grades and the graded retired pay in accordance with length of service.

It may be said that it does not give the "vested right" to every man who has once received a commission to remain in the service for life unless his services and efficiency in the performance of duty entitle him to such treatment, but most experienced officers regard this as a good feature and one which will inevitably tend to increase of efficiency throughout the service.

The question of including the Marine Corps in the provisions of the Britten Bill has been raised, but upon a critical examination of the list of officers on the various grades of the Corps it was found that the circumstances are so different from those pertaining to the Navy lists that it would not appear to be advisable to apply the proposed system to the Marine Corps without considerable modification.

Of course, it can be seen that if the Navy is provided with such a system of promotion and the Marine Corps has no such system the disparagement in promotion which already exists between the Navy and the Marine Corps will be greatly increased and the Marine Corps, as a part of the Naval service, will be at a distinct disadvantage in comparison with the Navy. It is thought that this will tend to a gradual decrease in efficiency in the Corps due to stagnation in promotion and the retention on the active list of the least desirable officers.

The Marine Corps is naturally entitled to a just consideration in comparison to the Navy and the purpose of appointing the Marine Board to consider the whole question of promotion of officers is to devise a system for the Marine Corps which will meet its peculiar requirements and at the same time give the officers of the Corps reasonable assurance that their future promotion will be dependent upon their efficiency in the performance of duty and upon the records of such service.

PROFESSIONAL NOTES

TARGET PRACTICE

THE Division Rifle and Pistol Competitions were held during May and June, 1926, and the Marine Corps Rifle and Pistol Competitions, participated in by the medal winners of the four Division Competitions, were held at the Rifle Range, Quantico, Va., on June 22 to 24, 1926. Corporal Edward Russell, U.S.M.C., who won first place in the rifle competition and fourth place in the pistol competition, was adjudged the outstanding shooting champion of the Marine Corps for the year 1926, and was awarded the beautiful Lauchheimer Trophy.

The San Diego Trophy Match, held at San Diego, was won by a team from the Marine Barracks, Pearl Harbor, T. H., on May 21, 1926.

On May 22, 1926, the Quantico Post Rifle Team won a rifle match in competition with the U. S. Naval Academy Rifle Team at Annapolis, Md.

The Elliott Trophy Match held at Quantico, Va., on June 25, 1926, was won by a team from the Marine Barracks, Quantico, Va. Fourteen Marine Posts were represented in this match.

The Marine Corps Rifle and Pistol Team participated in the United Services of New England Matches at Wakefield, Mass., held August 15 to 22, 1926, and won twenty-one of the twenty-two events in which they were entered.

The Southeastern Championship Rifle and Pistol Tournament, conducted by the 8th U. S. Infantry at Fort Screven, Ga., August 20 to 27, 1926, is in progress as we go to press. The Marine Corps is represented by a team from Parris Island, which won the Regimental Championship Team Match, held on August 20, 1926.

Bayonet courses have been constructed at Parris Island, S. C., Quantico, Va., and Port-au-Prince, Haiti, and bayonet experts have been qualified at these places. The Marine Barracks, New York, and the Marine Barracks, Lakehurst, N. J., have qualified bayonet experts on the U. S. Army Bayonet Course, Camp Lowe, Fort Hancock, N. J.

Experimental tests will be conducted at Quantico for the purpose of determining upon an instruction course to be fired with .22 calibre rifles. It is believed that a high standard of marksmanship with the service rifle can be maintained with a material reduction in the expenditure of .30 calibre ammunition. This step is necessary because the present war stock of ammunition, which costs \$18 a thousand rounds, will soon be exhausted, and thereafter the Marine Corps will be compelled to use ammunition costing about \$45 a thousand.

PACK SADDLE TEST

Four Phillip's pack saddles, two heavy and two light, will be procured by the Marine Corps for trial with a view to their adoption as a standard Marine

Corps Pack Saddle, if the tests prove satisfactory. This saddle was developed by Colonel Albert L. Phillips of the Cavalry, U. S. Army, as a result of years of hard field tests.

Colonel Phillips after measurement of the backs of over 2000 horses has developed a bearing surface which will fit the back of any normal horse. Not only can these saddles be adjusted by men who have had comparatively brief training, but the saddles are fitted with steel frames which hold hangers by a rapid-release mechanism, thereby simplifying the "slinging of the load." This saddle has been adopted by both the infantry and the cavalry of the Army.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION,
ETC., REQUIRED BY THE ACT OF CONGRESS
OF AUGUST 24, 1912

OF THE MARINE CORPS GAZETTE, published quarterly at
Philadelphia, Pa., for April, 1925.

Washington, D. C. } ss.

Before me, an Adjutant and Inspector in the U. S. Marine Corps (authorized to administer oaths), personally appeared Edward W. Sturdevant, who, having been duly sworn according to law, deposes and says that he is the Editor of THE MARINE CORPS GAZETTE, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:
Publisher, Marine Corps Association, 227 South 6th St., Philadelphia, Pa.
Editor, Edward W. Sturdevant, Hdqrs. Marine Corps, Washington, D. C.
Managing Editor: None.
Business Managers: None.
2. That the owners are: (Give names and addresses of individual owners, or if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)
Marine Corps Association, Headquarters, U. S. Marine Corps, Washington, D. C.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of the total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation, has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.
5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....(This information is required from daily publications only).

(Signed) EDWARD W. STURDEVANT

Sworn to and subscribed before me this 28th day of May, 1925.

(Seal)

(Signed) M. R. THACHER,
Major Asst. Adjutant and Inspector.